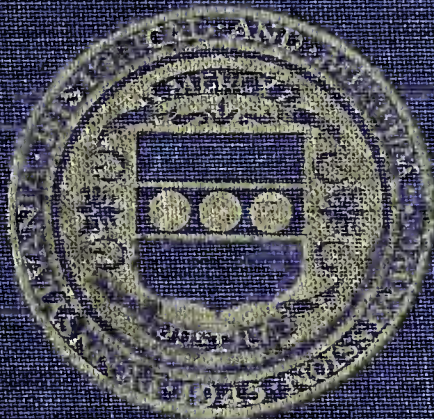


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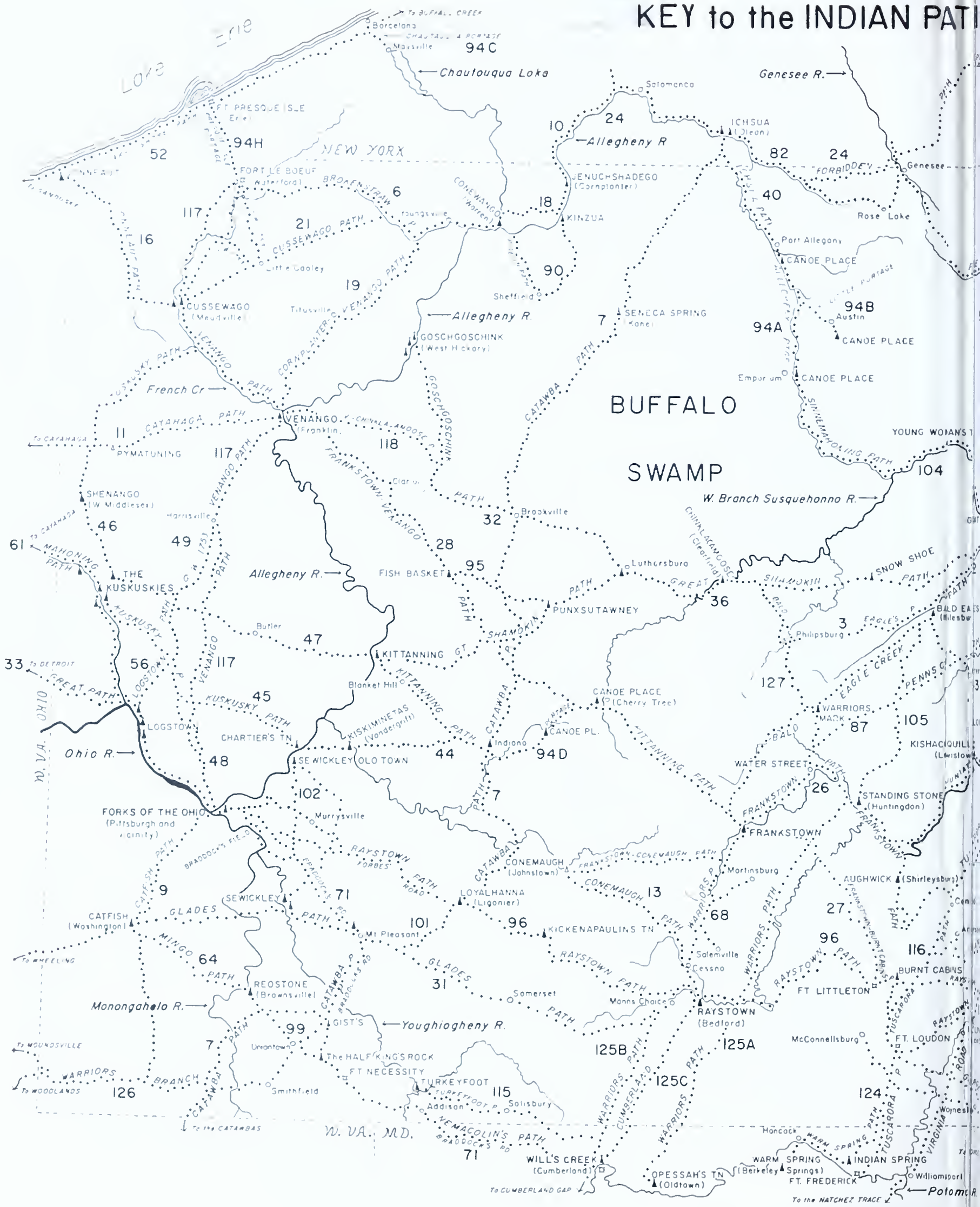


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*Indian Paths*  
*of Pennsylvania*

BY  
PAUL A. W. WALLACE

COMMONWEALTH OF PENNSYLVANIA  
THE PENNSYLVANIA HISTORICAL AND MUSEUM  
COMMISSION  
Harrisburg, 1965

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Harrisburg, July 21, 1965

PAUL A. W. WALLACE



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## Introduction

THAT the road “controls all history,” as Hilaire Belloc wrote in 1924,<sup>1</sup> was as true of Indian paths of the eighteenth century as it is today of our transcontinental railroads and airways.

A further truth expressed by that author and fully exemplified in Pennsylvania, is that the road “controls the development of strategics and fixes the site of battles.” Nemacolin’s Path and the Raystown Path set the course of Pennsylvania’s military history under Braddock, Forbes, and Bouquet. The Iroquois Path known as “the Ambassadors Road” (through upstate New York) held the Five Nations—the Iroquois Confederacy—together, while their “warriors paths” extended the *pax Iroquoia* through Pennsylvania into territories far beyond.

Indian paths were channels of trade and cultural diffusion. They explain the presence in Canada of shells from the Gulf of Mexico,<sup>2</sup> and in New England of stone implements from the Jasper Quarries near Macungie, Pennsylvania.<sup>3</sup>

Yet, despite their undoubted historical importance, it is difficult to study and write about Indian paths today, since they have left few visible remains to catch the eye and submit to measurement and appraisal.

The Indians of Pennsylvania have left no monuments in stone like the palaces and temples of the Mayas and Aztecs, which today make their ruined cities look amazing even in an age of engineering marvels. Our northern Indians constructed no mountain-piercing aqueducts. They built no roads like those of the Incas, whose wide stone highways spanned gorges with suspension bridges, traversed high mountains, and ran through galleries cut out of solid rock to fend off avalanches. An authoritarian government could do things on a gigantic scale because it could commandeer the labor of the masses. But such autocratic methods were unthinkable to the Indians in this part of the Western World.

The Lenni Lenape or Delawares, who were the most populous nation of Indians in Penn’s

Woods, were a fiercely independent people. They had little national cohesion and no conception at all of labor organized on the scale necessary for the construction of public works of any size. Their society was “atomistic,”<sup>4</sup> broken up into many small, autonomous communities, each family possessing its own fields and its own hunting territory—this latter a tract of land, it might be, extending as far back into the woods “as one walks in a day and a half.” The Five Nations or Iroquois of New York State, who by the end of the seventeenth century were recognized to have authority of a kind over the Indians in Pennsylvania, possessed greater political unity and had leaders of high caliber, but their numbers were too small—twelve or fifteen thousand men, women, and children—<sup>5</sup> to permit anything like the material achievements of the Mayas, Incas, or Aztecs.

The genius of the Five Nations was shown in their political concepts. Their so-called “empire” was no tyranny. They exercised authority over their wards with tolerance and restraint. While they denied their “nephews” right to declare war independently, they allowed them home rule and full freedom to enjoy their own language, religion, and whatever else contributed to their distinctive way of life. The Five Nations had no thought of drafting the manpower of subject peoples to produce monuments for future ages to marvel at. There were, in consequence, no roads in their territory comparable to those which bound Cuzco, the Inca capital, to its outlying provinces.

Yet it is unfair to Pennsylvania’s Indians and false to history to belittle their achievements as road makers. To compare their highways with those of the Incas, whose population was measured in millions, or with our modern superhighways, is pointless. It would be more profitable to compare Pennsylvania’s Indian paths of three or four hundred years ago with European roads of the same time. The difference would not be found excessive. Scotland, in the time of John Knox and Mary Queen of Scots, had no carriages and very few carts. Most of the roads were no

more than cattle paths. Travel was on horseback, in horse-litters, or afoot. From this comparison it may be seen that the footpaths of Pennsylvania's early Indians, who lacked the horse or any other draft animal (the llama not being found so far north as this), were as well adapted to the needs of the people they served as were the roads of Mary Queen of Scots when she made a "progress."

Our Indian highways were good of their kind, good for the uses to which they were put and for which they were intended: the moving about of moccasined men and women. That they were well laid out is attested by the fact that, even in the broken mountain country of this Commonwealth, where the road problem is complicated by countless springs from the hills, the Indian paths served the white man's needs for a hundred or more years after his arrival—and, indeed, in some places are still serving them.

It is worth remembering that most of Pennsylvania's early travel was by land, not water. Her rivers, breaking through their mountain "gaps," are glorious; but they have always been—from the day of the Indian canoe to that of the steamship *Susquehanna and Baltimore*, which blew up in the Nescopeck Rapids—<sup>6</sup> a disappointment to travelers. For one thing, the eastern rivers, Delaware and Susquehanna, were shallow and swift, dangerous to descend and difficult to ascend. For another, none of her rivers broke through the Allegheny Mountains, which interposed a barrier between east and west.

Still more important, the canoe birch did not grow in Pennsylvania, and the dugout (no matter what it was made of, poplar, tulip tree, sycamore, or walnut) was heavy and clumsy. Even the elmbark canoe, which was much used in Pennsylvania, was awkward in the water and deadweight on the portage.

Fortunately Pennsylvania was blessed with a climate that encouraged travel in the woods. The rainfall was moderate and in most places the underbrush was light. The Rev. David McClure in his diary for September 7, 1772, describing the path from the Mingo Town (Rochester, Pennsylvania) at the mouth of the Beaver River to Kuskusks (New Castle) at its head, observed: "For a wilderness the traveling was pleasant as there was no underbrush and the trees do not grow very closely together."<sup>7</sup>

Johann D. Schoepf in his *Journey Through Some of the Middle and Southern United States of North America* (Erlangen, 1788) made the same observation: "The woods are for the most part entirely free from undergrowth which is very convenient for both the hunter and the traveler."<sup>8</sup>

The evolution of the Indian trail into the bridle path, wagon road, and motor highway has been a slow, continuous process, which began early. General John Forbes in a letter to William Pitt of July 10, 1758, acknowledged indebtedness to the Indians "who," he said, "have foot paths . . . through these desearts, by the help of which we make our roads."<sup>9</sup>

Most Indian paths were so well planned that, until the invention of the internal combustion engine, there was little occasion for any but minor changes in the route. Today the discomfort caused by driving over frost-broken roads which had diverged from the Indian's dry ridge routes, is a reminder of how good a road engineer the Indian was. Motorists using the Horseshoe Pike know what the South Mountain springs, freezing in January and thawing in February or March, can do to the subsoil. Undoubtedly the Pike was a convenience to settlers in the Swatara region behind Paxtang, but for grade and drainage it was not to be compared with Peter Bezailon's bridle path, which ran without a serious obstacle from Downingtown to Bainbridge on the Susquehanna. Old Peter's Road, as it was called, was dry, level, and direct.

Those words, *dry*, *level*, and *direct*, give the key to Indian path making. Indian paths were dry, for the most part because they followed river terraces above flood level, or because they followed—especially in the soft-coal country—well-drained ridges. It must be understood, however, that these ridges were not usually mountain spines like the Kittatinny or Blue Mountain where the Appalachian Trail (a white man's imitation) takes its way. On the contrary, they were more often modest elevations in the midst of wide valleys overlooked by the mountains. These "valley ridges," as they might be called, are often followed today by modern roads: as, for instance, *Pennsylvania Highway 25* in the Lykens Valley between Hegins and Sacramento, flanked by the Broad and Mahantango moun-

tains; *Pa. 23* in the Conestoga Valley between Churchtown and Morgantown, flanked by the Welsh Mountains and Turkey Hill; and *U. S. 422* (the Benjamin Franklin Highway) in Lebanon Valley between Lebanon and Hummelstown, as also on the Chambers Hill Road between Hummelstown and Harrisburg. In Western Pennsylvania, where much of the country is cut up into a jumble of hills and glens, the Indian paths followed the highest ridges because they alone offered a level course. Such were the Big Level in McKean and Elk counties, and the ridge followed by the Great Warriors Path between Brant Summit and Nettle Hill in Greene County.

It was not everywhere possible for the traveler to keep his moccasins dry. Rivers and creeks had to be forded. Here and there were marshy places, as at Edmund's Swamp on the Raystown Path in Somerset County and on the Venango Path in Crawford and Erie counties. In spring time, with the frost coming out of the ground, the trails were all soggy. Conrad Weiser warned against travel in the spring before the ground was dry and the rivulets were shallow.

Here a word of caution is needed. Old journals refer so frequently to swamps that one is tempted to picture Pennsylvania in its primitive state as a low, spongy desert. Nothing could be further from the fact. The "Great Swamp" to which John Ettwein refers in his journal of 1772,<sup>10</sup> comprised the greater part of Sullivan County's *mountains*. The English word *swamp*, as used by our travelers, like the German word *Schwamm*, did not necessarily indicate the stagnant waters which the word today calls to mind. The old swamplands were often fat and productive like "the very rich Bottoms, commonly called Swamps" mentioned in Hutchins' journal of 1760.<sup>11</sup> Sometimes they were mountain lands—on the Pocono plateau, for example—where the ground was saturated with subsurface water, and so heavily overgrown with laurel, hemlock, and white pine that it was the blackness above rather than the moisture below that troubled the traveler. Such places were often called the "Shades of Death." That name is found on a tract twenty miles long on the Pechoquealin Path to Wyoming in Monroe County and another on the Frankstown Path at Shade Gap. Edmund's Swamp was on the headwaters of what is still

called Shade Creek. Bishop John Ettwein, leading a party of Moravian Indians from Wyalusing west over the mountains of Bradford and Sullivan counties in 1772, described "the Great Swamp, where the undergrowth was so dense that oftentimes it was impossible to see one another at the distance of six feet."<sup>12</sup>

There were, it must be said, some swamps watery enough to satisfy the worst connotations of the word. On the Venango Path in 1800, John Heckewelder and his party found plenty of trouble in the swamp northeast of Meadville. ". . . we got into a beech swamp," he wrote, "where not only was there a deep marsh but the many roots of these trees, roots which, as is well known, lie for the most part on or above the ground, made it dangerous for the horses, which often got a leg stuck."<sup>13</sup>

Windfall could be the worst of the traveler's worries. It is reported that the horses during a bad storm, when they heard the thunder of falling green-tops, stood stock still and would not budge until the wind had gone down. The wreckage left by such a storm might remain a hazard to travelers for years afterwards. John Sharpless, a Quaker, on his way from Warren to Cornplanter's Town, noted in his journal for September 17, 1798, that "There was great abundance of wind-fall timber to cross, we thought on an average, one or more for every two perch. Some we could get around, and others we Jumped our horses over."<sup>14</sup>

The Battle of Fallen Timbers was named for the wreckage left by just such a storm. Bishop Ettwein on the famous Hegira of 1772 from Wyalusing to Friedensstadt, City of Peace, on the Beaver River, approached the Allegheny in the wake of a similar storm. "We travelled over plains and highlands where the wind and fires had wrecked all the timber confusedly together, so that our progress was a difficult thing."<sup>15</sup>

It was in this same place that Johannes Roth, Bishop Ettwein's companion, confided to his diary that the windfall was so bad that if you fell over one log you cracked your nose on the next one.<sup>16</sup> The traditional Indian greeting extended to travelers, as reported by John Heckewelder, was metaphorically (with a string of wampum) to draw "the thorns and briars out of their legs and feet," and to heal "the sores and

bruises they had received by hitting against logs. . . ."<sup>17</sup>

How Pennsylvania's Indian paths managed so well to "keep their level" among the mountains is an engineering curiosity. They seized every advantage offered by the terrain. Some mountains, of course, could not be avoided and had to be climbed, especially those on the east-west paths which met the worst ridges of the Allegheny divide head-on. Some of these "Endless Mountains," as the Indians called the Alleghenies, were circled around, the ridges being not actually interminable. River gorges cutting Pennsylvania's mountains transversely — best known of which was the Delaware Water Gap — gave easy passage at water level through certain of the ridges. At the Double Eagle (Klingers-town) in Schuylkill County, the Tulpehocken Path took advantage of the cut made by Pine Creek through Mahantango Mountain.

There were also "dry gaps" (mountain passes such as the Wind Gap north of Bethlehem and Cowan Gap north of Fort Loudon) which, though higher than the water gaps, helped the trails to keep their level. Cowan Gap, on the Raystown Path between Fort Loudon and Burnt Cabins, is nearly nine hundred feet lower than Tuscarora Summit, where the Lincoln Highway, *U. S. 30*, goes over to McConnellsburg.

The Tulpehocken Path, which ran from Shamokin (Sunbury) to Weiser's (Womelsdorf), was confronted by no less than six major mountain ridges, but it climbed only two of them, the Kittatinny (Blue Mountain) and the Broad Mountain. The others—Second, Mahantango, Hoollander, and Mahanoy—it cut through or circumvented with the aid of creek or river.

Some paths climbed boldly to enable war parties to achieve surprise or shake off pursuit. Logan's Path (from Lock Haven to Lewistown), though innocent enough in purpose, was well known for the mountains it climbed, especially the Seven Mile Mountain. The Seven Mile Mountain (now more romantically but less accurately called the Seven Mountains) was once a formidable obstacle to the traveler. The Rev. Philip Fithian in 1775 was astonished at the heights he had to surmount: "On the Top of this—O Another!—Another, & still higher!" He reveled in "the rough romantic Prospect" from

the summit, where "the highest Tops of very Tall Trees are, apparently, two or three hundred Feet below us, & within Gunshot of us. I was indeed afraid my Horse would miss a Step, (which would be of more Consequence than miswalking a Minuet)."<sup>18</sup>

Some of the paths—the Frankstown Path west of McAllister's (Roxbury) Gap, for example, turned on themselves to avoid steep and rocky climbs. The surprising thing, however, is that most paths managed to keep so nearly direct a course. They were actually less winding, and therefore shorter, than most of the newer roads built by white men. The Indians had throughways that kept an eye on ultimate objectives and went as straight as topography would allow: for example from Paxtang (Harrisburg) to the Forks of the Ohio (Pittsburgh), or from Muncy to Towanda. The white man's roads, on the other hand, starting out with the same objectives, turned aside to avoid farms or to pick up traffic in small towns in the valleys. To go from Muncy on the West Branch of the Susquehanna to Towanda on the North Branch by modern roads is about eight or nine miles longer than by the old Indian path. The Pennsylvania Turnpike marks, in this respect, a return to the Indian's way: keeping an eye on the distant terminus and allowing local feeders to take care of the side traffic. To go from Harrisburg to Pittsburgh today by the Pennsylvania Turnpike is to cover about the same distance as by the Raystown Path two hundred years ago. That the modern road is no shorter than the trail, despite the advantage of mountain tunnels, is largely due to the fact that, while the Indian was not afraid of making an occasional sharp ascent in order to keep his course true, the turnpike is graded for high-g geared machines and top speeds, to which end it loops south through the Glades of Somerset County.

The most astonishing thing about Pennsylvania's Indian paths is the complexity of the system they comprised and their adaptability to changing seasons and conditions of travel. Whether the State as a whole is examined, or a small district like the Cornplanter vicinity on the upper Allegheny River, the same convenient variety of paths is found.

Replying to a request for information concerning the Indian path from Conewango

(Warren) to Cornplanter's Town, Merle H. Deardorff of Warren wrote: "Surely it can come as no surprise to you that I don't believe in this business of 'the Indian trail.' Maybe in some situations and some parts; but certainly not up here, generally. I know of seven early ways Indians used to get overland between the River about Cornplanter and the River-Creek about Warren. Hatch Run was one. . . . A path went up Indian Hollow. There were probably dozens of paths."<sup>19</sup>

The best way to grasp the complexity of the system is to consider some of the problems that confronted early travelers when choosing their routes. The first is a hypothetical case. An Indian traveler setting out from Shamokin (Sunbury) at the Forks of the Susquehanna for Tioga (Athens) on the North Branch had a choice of three main paths: the Great Warriors Path, the Towanda Path, and the Sheshequin Path. Perhaps a fourth should be added, the Wyalusing Path; but, since on the testimony of John Ettwein, this involved thirty-six crossings of Muncy Creek, it could be recommended only in the summer months.

The Great Warriors Path was in some ways the best of the three. It ran up the north bank of the Susquehanna to the Wyoming Valley, site of Wilkes-Barre, Kingston, and their neighboring towns. It crossed the Susquehanna at the mouth of the Lackawanna, passed under Campbell's Ledge, followed the east bank past Tunkhannock and Wyalusing, recrossed the river to Queen Esther's Flats, and entered Tioga at the junction of the Chemung and Susquehanna rivers. Along this route there were no high mountains to climb. If the traveler were in need of provisions or companionship, this was certainly the way for him to go. He would pass many settlements, a succession (during the eighteenth century), of Delaware, Shawnee, Mahican, and Nanticoke villages, besides a good scattering of individual Indian fields and cabins. Food and shelter were everywhere. It was a leisurely route, being many miles longer than either of the other two. Perhaps that is why Conrad Weiser, on his ambassadorial journeys to Onondaga, the Iroquois capital, did not go this way. Perhaps, also, it was the certainty of too much company that put him off. He may not have desired to spend time "sharing his message" with

the chief men of every village, as Indian etiquette prescribed.

Another way to Tioga was up the West Branch of the Susquehanna as far as Muncy, and from there by the Towanda Path over Allegheny Mountain to Hillsgrove, up Elk Creek, and over the Burnet Hills to Powell, Monroe, Towanda, and Tioga. This was by far the shortest path. In the days when the Susquehannocks flourished, it may have been used by runners between communities at Muncy and Tioga. Why Conrad Weiser never used it is a question. Perhaps because of the hills, perhaps also because of the dangerous ford of the Loyalsock at Hillsgrove, where, some years afterwards, Baron Charles Boulogne, land agent for the Asylum colony, was drowned.<sup>20</sup>

The Sheshequin Path was the one Conrad Weiser always took. At Otstonwakin (Montoursville) in his day, one could count on finding a canoe and an easy crossing of Loyalsock Creek. Avoiding the low ground around Williamsport, the Sheshequin Path, as he found it, ran northwest from Montoursville to a point on Lycoming Creek just below Hepburnville. It followed that creek to its source, and ran some distance down Towanda Creek, cutting north from this valley by one of several paths that crossed Sugar Creek to the Indian town of Sheshequin (Ulster) a few miles below Tioga. There was (except in flood-time) little climbing to be feared on this route. The grades were easy, and, since the path ran most of the way in a narrow valley, there was little danger of getting lost. The difficulties were of another kind. The Lycoming Valley (being flat and narrow, with sides steep and abrupt) flooded easily, submerged the path, and forced travelers to attempt the cliffs. Bohemia Mountain at the head of the creek had so bad a reputation for gathering storms into its bosom that the Indians said an Otkan or evil spirit had residence there. Near the head of Towanda Creek, moreover, and on the cross-path to Sugar Creek, there was swampland. The soil was thin, the trees were weakly rooted, and frequent windstorms littered the ground with fallen timber. Modern maps still note a place in the area called Windfall.

The ground, wrote Bishop Spangenberg of his journey through this "Dismal Wilderness" in

1745, was "so full of wood and trees which the wind has piled up sometimes three to four logs upon one another that often one does not know how one may get through."<sup>21</sup> Even more oppressive than windfall on the Sheshequin Path was the darkness: "This is a wilderness," wrote Spangenberg, "where one does not see the sun all day long. The woods are so thickly grown that sometimes one can hardly see twenty paces ahead."<sup>22</sup>

The second case chosen to illustrate the complexity of Indian paths is an actual one: Colonel Bouquet's dilemma at Fort Loudon during the Forbes campaign. Bouquet has won well-merited praise for prospecting an all-Pennsylvania route to Fort Duquesne. It should be remembered, however, that his achievement was not in discovering a new route through the forest but in selecting the best one from among many—best for an army with artillery during an unusually wet season, and in need of finding fodder along the way for its horses and cattle. A prime reason for taking the Pennsylvania route instead of the road Braddock had already hewn out of the forest, was that such places as Edmund's Swamp and the Clear Fields offered better forage than the scanty meadows Braddock had found on the southern route. "I am told," wrote Bouquet to Forbes, June 11, "that Braddock's army went 3 days without finding grass for the horses, which made them unfit to carry provisions; and he would have been likely to die of hunger, if he had beaten the enemy."<sup>23</sup>

At Fort Loudon Bouquet noted three routes from which he had to take his pick before setting his seven hundred axmen to work. He now wished, as he wrote to Forbes, he had taken another route altogether, one by way of Sherman Creek.<sup>24</sup> In the end he chose—as Burd had done before him in 1755—to go by way of Cowan Gap to Burnt Cabins.

At Ligonier, some weeks later, the army was again confronted with a bewildering choice of Indian paths. West of Ligonier, still another choice had to be made. At this last Parting of the Roads, it was decided to take the northern and much longer route, by way of the present Murrysville and Universal. The reasons for the choice were sound enough despite the lateness of the season which called for speed. Forbes desired

to avoid possible ambush in the defiles of Turtle Creek, through which the southern path ran. No doubt, also, he wished to avoid the two crossings of the Monongahela which, although they had not caused Braddock's defeat, had certainly not softened the disaster. Another important consideration was the necessity of keeping army transport wagons on a well-drained ridge road, such as the northern fork offered, during the exceptionally wet month of November, 1758.

Five years later, Colonel Bouquet was back again at the Parting of the Roads. This time he took the southern fork, again for good reason. It was during Pontiac's War, and Pittsburgh was in danger. Bouquet, accordingly, sacrificed safety for speed and took the more direct path by way of Bushy Run. The Indians were waiting for him—not at Turtle Creek, as he may have expected, but at Bushy Run, their forces not unlikely having been disposed near the Parting of the Roads in order to catch him whichever fork he took. After a long fight in as close and absorbing a contest as ever was waged between white men and Indians in Pennsylvania, Bouquet broke through and reached Pittsburgh in time.

Accustomed as men are now to foam-rubber seats when they venture into Pennsylvania's mountains, they have developed exaggerated notions of the discomforts and perils endured by those who entered them on foot. Life on the trail was neither as dangerous nor as monotonous as those who get their anthropology from Fenimore Cooper and other purveyors of fiction about "the unbroken solitude" of "the trackless forest" would have us believe.

The forest was a busy place. The traveler frequently met Indians on the trail. Whether they were engaged in hunting, trade, war, diplomacy, visiting relatives across the mountains, or going as onlookers to some treaty, these encounters proved them not to be the fiends nineteenth century novelists collected dimes for persuading the public they were. Few people on earth have had as good a record as our Indians for courtesy and friendship to strangers. When white men met a party of Indians, it was good form to sit down with them under a tree and smoke a friendly pipe, meanwhile exchanging the news of the day. If the young men of the Indian party had been hunting, it was likely they would press

upon the strangers a haunch of venison or a gammon of bear's meat. Hospitality was a prime virtue among these people, whether in their homes or on the trail.

Even without such courtesies, food was seldom a problem to the traveler. If he did not carry a supply with him, he could probably find what he needed at habitations along the way. Failing that, if he had any weapon with him there were wild creatures in plenty to satisfy his appetite. David McClure on the banks of Little Beaver Creek in 1772 tells of "a wonderful prospect of game. In the middle of the Creek, a small flock of wild geese were swimming, on the bank sat a large flock of Turkeys, & the wild pigeons covered one or two trees; & all being within musket shot, we had our choice for a supper. My Interpreter chose the Turkeys, & killed three at one shot."<sup>25</sup>

In season were grapes and red plums, huckleberries and wild cherries. Travelers carried with them "parched meal," which John Bartram in 1743 found to be "some of the best Indians traveling provision. We had of it 2 bags, each a gallon, from the Indians at Onondago, the preparation of it is thus. They take the corn and parch it in hot ashes, till it becomes brown, then clean it, pound it in a mortar and sift it; this powder is mixt with sugar. About 1 qr. of a pint, diluted in a pint of water, is a hearty traveling dinner, when 100 miles from any inhabitants."<sup>26</sup>

Boiled rattlesnake was good fare. Turhand Kirtland, a surveyor who accompanied General Moses Cleaveland to the Western Reserve in 1796, records the killing and eating of a large rattler with fifteen rattles: "I can say with the greatest Candor I never ate better Meat."<sup>27</sup>

Finding accommodation for the night was no great problem. Count Zinzendorf might bring along a tent, and Conrad Weiser (in his later years) might carry a hammock, but for most travelers such luxuries were unnecessary. They were content to sleep on the ground beside a spring under the open sky. Boughs of hemlock and balsam made a soft mattress. In rainy weather there were Indian cabins to resort to. On Lycoming Creek Bishop Spangenberg entered in his journal for July 5, 1745: "Towards night we found two old Indian lodges, which we entered, as it was raining hard."<sup>28</sup>

The Indians of Pennsylvania had no system

of caravanseries such as those established at short intervals along the great highways of the Incas, but every ten or twelve miles on the more important trails in Pennsylvania were shelters of one sort or another, places indicated on maps, journals, and surveys by such designations as "Cock Eye's Cabin," "Toby's Cabins," the "Warriors Spring," or "Old King Nutimus," to say nothing of deserted Indian villages such as "Kickenapaulin's Old Town," "Chartier's Old Town," "Kiskiminetas Old Town," and many others that were nameless. Where there was an "Indian Field," as so often noted on land warrants, one would find good water, grass for the horse, and a cabin.

If darkness approached or rain fell before a party of travelers reached one of these shelters, they could easily run up some cabins for themselves.

"Their construction is very simple," wrote Benjamin Mortimer, who saw many of them on his way to Niagara in 1798, "as their object is merely to afford a shelter against the rain, and to guard against the dampness of the ground. They are of an oblong form, generally about 9 feet by 6. In front they are about 5 feet high, and behind about  $3\frac{1}{2}$  feet, that the roof may have a descent. The four corners are supported by as many stakes, which are joined together at top by cross pieces. The roof is made of the bark of trees, which is laid across in strips of equal length. The ground below is also covered with strips of bark, as large as can be procured. The sides are generally left open. In case of rain, they are sometimes enclosed with branches of trees. . . . The places chosen to encamp on are, open spots, where there is no danger from the fall of trees, or branches of them, in case of storm; where there is grass for the horses, dry wood to make a fire of, and a creek or spring not far distant. The first thing to be attended to in taking possession of a hut (if one does not build one for oneself) is to turn over all the pieces of bark which lie on the ground, to see if there be any snakes under them. Then a large fire is made in front; after which preparation is made to go to rest."<sup>29</sup>

In Penn's Woods during the eighteenth century, these shelters were a common sight. Sometimes the passing traveler found bear's meat

hanging over the ashes in front of a hunter's cabin, left as a gift to anyone in need.

The best time to travel was in the spring and fall: in spring after the ice had broken up and floated out of the streams, but before the flies and heat of summer had set in; in fall when the mosquitoes had disappeared and the nights were crisp, but before the snow came. If one traveled out of season, it was the better part of wisdom to expect adventures. Ice and snow, especially on the northern slopes of the hills, was treacherous. During the spring break-up, some fords were impassable. There is today at Doughertys Mills on *Pa.* 173 a bridge overlooking a ford of Slippery Rock Creek. There in summer you may see boys in bathing trunks slide, knee-deep in the water, down a slippery rock chute (could the creek have been named for it?) and plunge off at the end into a deep pool. In summer it is beautiful to see, but how must this ford have looked to travelers when the ice was coming down?

The most innocent ford could turn bad. A flash flood might change a rivulet into a torrent. On the larger streams, a slip sometimes plunged a man into swift water over his head. When John Harris and his party, escaping from the ambush at Penns Creek in 1755, retreated across the Susquehanna to Shamokin, four or five of his men were drowned at the ford.

Martin Mack ran into trouble crossing the Lehigh on foot early in April, 1745. "It was so extremely cold," he wrote, "that at first we tho't it impossible for us to endure it. When we got about the middle, it was so deep & the Stream so strong, that I tho't every Minute it wo'd bear me down, & my feet stuck between 2 great Rocks."<sup>30</sup> He got out at last by taking hold of a companion's coat.

Forest fires provided an occasional exciting interlude. There is no record in Pennsylvania of any escape so heart warming as that of Fenimore Cooper's Pawnee, "Hard Heart," who wrapped himself in a fresh buffalo hide and sat a prairie fire out; but two Moravian missionaries, Martin Mack and Christian Frölick, provide out of their own experience on the path from Wapwallopen a memorable scene:

The Woods were on Fire all round us [wrote Mack, April 19, 1745], so that in many Places it look'd very Terrible, & many

Times we scarce knew how to get thro'. The Trees fell down all about, because the Fire burnt so strong. One can't easily get out of the Way, because there are such exceeding high Mountains on each Side of one. After Dinner we came between 2 great Mountains full of Rocks & the Fire burnt all round us, & made a prodigious Crackling. Before us, where we were to go, there was such a great Flame that we were a little afraid to go thro' it & we co'd find no other Way, to escape it. Br. Xtian went first thro', The Flames went quite over his Head, it look'd a little dismal. He got thro' but I did not know it, because I co'd not see any more for the Fire. I call'd to him, he answered me immediately, & said: He got safe thro'. I thought I wo'd wait a little longer till it was burnt away a little more, but the Fire grew still greater. He call'd again & pray'd me to come thro', saying Our Dr Savr had promised: "When thou walkest thro' the Fire, thou shall not be burnt; neither shall the Flame kindle upon Thee." I ventured & went cheerfully in & thro' the flame & got safe thro'.<sup>31</sup>

White men traveling on horseback and in season were seldom endangered by bad fordings, and to encounter a forest fire was rare. A more common hazard was getting lost. If in this connection "the trackless wilderness" springs to mind, forget it. When an Indian lost his way in the woods, as he sometimes did, it was as likely as not because there were *too many* tracks and he had taken the wrong one. Fenimore Cooper's feathered creations had, of course, no need of such refinements as footpaths. As long as there was moss on the trees (to distinguish south from north) their wants were satisfied: they "traveled by moss," as he expressed it. But real Indians, despite their undoubted skill in woodcraft, had the same reason for keeping to the beaten path that motorists have for preferring paved highways to plowed fields.

Storm was the greatest of all trail wreckers. After a bad windstorm, travelers often found it easier to go round than over the fallen timber—if the wreckage allowed any choice. As the years passed and the fir giants by the trail laid themselves down one by one, the path slowly adjusted itself, moving now to the right and now to the left. If a graph could be made of a trail, decade by decade, it would show a broad, blurred band, perhaps (as in the portage area between Presque Isle and French Creek) a mile or more in breadth.

There were times when travelers in the wake of a hurricane were forced by the tangled wind-fall to make so wide a detour that they became lost. That happened to John Heckewelder and Benjamin Mortimer on their journey from Bethlehem to Fairfield in 1798. Even their Indian guide had lost his bearings. It is easy to understand why Indian war parties (*pace* Fenimore Cooper) did not care to venture into new country or off the main paths anywhere unless they had with them someone who knew the way.

It is a popular belief that the wild animals, which were undoubtedly here before the Indians, deserve chief credit for the laying out of the Indian paths. When the Indians arrived, as a schoolgirl has put it, "they, spying the animals' tracks, followed them when they wished to go anywhere, and in this manner the trails grew into paths." That is a pleasant doctrine for animal lovers, but not the soundest anthropology. It is true, of course, that in tight places animals frequently pioneered the way. In a report to the Pennsylvania Assembly made in 1815 by "the Commissioners appointed to view the western waters," it is said "that the path on which the elks and bears pass over the mountains, is uniformly the best ground."<sup>32</sup>

But wild animals do not harbor the same thoughts nor pursue the same objectives as men. As a boy, the present writer explored untraveled woods on the shores of the Georgian Bay. It often delighted him to find a deer track conveniently going his way. Just as often it disappointed him to find, when the path veered off—as it always did in a few yards—that the deer and he had different concerns.

So it was with David Zeisberger, as he records in his journal for October 8, 1767, in passing through the Pine Barrens on the Forbidden Path: "Occasionally, we came upon elk tracks . . . which have the appearance of a trail. We were misled by them into a terrible wilderness, so that it was necessary to retrace our steps and stop until John had had an opportunity to go through the woods and find the right trail."<sup>33</sup>

That the buffalo (bison) in some parts of America was a pioneer in road engineering is beyond question. John Heckewelder and his party in 1792, returning from Vincennes by way

of "the so-called Buffalo Salt Lick" (French Lick, Indiana), where he saw the remains of a multitude of buffalo, wrote in his journal under date of November 9:

A great many buffalo paths lead out from here, & we had the misfortune to take one of these instead of the right one. When, however, our guides, who were not with us at the time, returned, they led us back on to the right path and then went ahead again to hunt. After we had gone about 5 miles, a herd of buffaloes came directly towards us, as if they meant to run us down. We fired into them, killed one, & wounded another. We took all the meat of the former, which was very fat, with us on our horses.<sup>34</sup>

It is doubtful, however, if buffalo road-making amounted to much, if anything, *in Pennsylvania*. It is even questionable if the buffalo were ever at home in these parts, though some isolated bands may have wandered in at times. Archeologists to date have found no unmistakable trace of buffalo bones here.

Documentary evidence is as negative as archeological. Early travelers in Pennsylvania (whether Jesuit and Moravian missionaries or English traders and soldiers) make no mention of seeing buffalo or their bones in Pennsylvania, though they tell eagerly enough about meeting these creatures outside the province.

Reuben Gold Thwaites, in a note on the buffalo in his edition of the *Jesuit Relations*, quotes Father Pierre Boucher's *Histoire Véritable et Naturelle des Moeurs et Productions du Pays de la Nouvelle France* (1663): "As for the animals called Buffes, they are only found in the country of the Outaouais, some four or five hundred leagues from Quebec, towards the West and North."<sup>35</sup>

Pierre de Bonnecamp, who accompanied Céloron on his expedition in 1749 down the Allegheny and Ohio rivers, wrote in his journal: "It was in the neighborhood of this river [Chinodachta, which Thwaites identifies as the Great Kanawha] that we began to see the Illinois cattle [i.e., bison]."<sup>36</sup>

Reliable authorities on the distribution of the bison in North America—men such as J. A. Allen, Samuel N. Rhoads, John W. Griffin, John E. Guilday—agree in discounting traditions about

the slaughter of buffalo in Pennsylvania. Yet these same scholars, taking into consideration the early prevalence of buffalo place names west of the Susquehanna and the known presence of buffalo in neighboring states (West Virginia, Ohio, New York) agree that small bands of buffalo, breaking off from the main herds as was not uncommon, very likely wandered into parts of Pennsylvania in search of food. In this connection an interesting hypothesis has recently been advanced: that after 1600 a period of drought on the prairies drove small bands of buffalo east of the Mississippi, some of them perhaps crossing the hills into Pennsylvania's river valleys.<sup>37</sup>

Whether or not such a migration is sufficient to account for the grooving out (in a few places) of the mountain path known as the Warriors Branch in Greene County, will have to await further evidence for decision.

There remains an item in the traveler's experience of two hundred years ago that should not be neglected: the painted trees. A section of the Towanda Path, where it came down off the Burnet Hills along Millstone Creek, was known among the early settlers—and still is known among their descendants—as “the Painted Line.”<sup>38</sup> It received this curious name from the many examples found along the path of Indian picture writing. It was an Indian custom to strip a ring of bark from a tree and paint on the exposed surface, with red ochre and charcoal, the news of the day. These tree paintings remained visible sometimes for as long as fifty years.<sup>39</sup> All Indians of Pennsylvania, whatever their spoken language, could read these pictures, which usually told about the exploits of hunters or a war party, although they were also used for other purposes. During the Braddock campaign, the French Indians painted trees (where the British were bound to see them) with “many threats and bravados.”<sup>40</sup> In the vicinity of some Moravian Indian towns, trees were painted in Delaware with Scripture texts.<sup>41</sup>

An excellent description of a warrior's tree painting is given by Abraham Steiner in his journal for June 1, 1789, on his return by the Mahoning Path from Pettquotting to the Salt Spring, Kuskuskies, and Pittsburgh:

Here was a peeled tree on which some great warrior during the last war had in-

scribed his exploits with charcoal & redstone. We got the Indians to interpret it for us. On one side 7 muskets had been painted, one on top of the other. This means that 7 warriors had gone to war from there. On the other side was a turkey to indicate that their leader was of the turkey tribe. Beside it were 8 thick diagonal lines one above another. This means that the chief had gone out on so many raids. In the lowest line were 4 arrows, in the 2nd two, in the 7th two. This means, each time the arrows were shown, that as many of them had been killed as there were arrows through the line. The first & seventh lines each had another arrow, which, however, did not go through the line. These indicate as many wounded as there are arrows. The 6th & 7th lines were connected at the ends with a mark. This means that the warrior after he had been out 6 times turned back from here & went out the 7th time without going home. Besides it lay 6 men one on top of another with their feet higher than their heads. This means that his party had killed so many white people.<sup>42</sup>

Indian paths differed much in width and distinctness. Main paths were broad and well trodden. Mrs. Jane Whittaker, in the narrative of her captivity, described the path she traveled with her Seneca captors in 1779 (from Tioga on the North Branch of the Susquehanna by way of Painted Post to Irondequoit Bay on Lake Ontario) as “a foot path well beaten and quite wide enough in many places for two abreast.”<sup>43</sup>

There were also what were called “blind paths,” which had gone out of common use and were so overgrown as to be difficult to follow. Certain well-used paths were so narrow (for example, the Tulpelocken Path at the gap in the Second Mountain) that not more than eighteen inches separated the cliff that rubbed one's shoulder on the one side from the bank that dropped to the creek on the other. A few paths were properly maintained, that is, kept free of underbrush and windfall. The metaphor used in diplomatic parlance to express international friendship, “keeping the road clear between us,” was not a mere poetical conceit. Hiawatha, among his legendary labors on man's behalf, is said to have cleared the rocks and trees from the Mohawk River. The ideal, personified in this Iroquois culture hero, of forwarding civilization by keeping communications clear, was not limited to the waterways.

The centers of Indian population in Pennsylvania, under pressure from the white man, moved westward from the Delaware River to the Susquehanna River, and later from the Susquehanna to the Allegheny and Ohio rivers. During these changes some Indian paths dropped out of use and others were obliterated by the ruts of wagon wheels and the diversions incident to the white man's traffic. As might be expected, it was the area around Philadelphia that first lost its Indian paths. Then, as the white population spread west and north from that center, the trails between the Delaware and the Susquehanna gave way before the pack horse and the Conestoga wagon. Throughout the eighteenth century the westward movement continued, traders, missionaries, soldiers, and settlers following the retreating Indian to his last Pennsylvania refuge in the Ohio-Allegheny Valley.

Trails were widened into bridle paths for the traders' pack trains. By the time of the Revolution, bridle paths had been converted into wagon roads as far west as Pittsburgh. After the Revolution the movement continued, converting wagon roads into railroads west "to the setting sun" and the Western Sea.

A peculiar difficulty attending the study of Pennsylvania's Indian paths derives from the fact, already noted, that these paths were so impermanent. No stone, no "road metal," was used on them, and only a few have survived. Our knowledge of them is, for the most part, gathered from records made by white men in historic times.

In Pennsylvania today it is seldom possible to walk an old Indian path. Most traces have been obliterated by farming, lumbering, road making (whether wagon road or railroad), house-building, and strip mining. In mountain regions fortunate enough to have escaped the plow or the bulldozer, evidence of Indian paths is so confused by the presence of animal tracks and lumber roads (where heavy timbers have been dragged along the ground) that it is not often one can be sure of treading in the footsteps of, say, a Logan or "Shingas the Terrible."

Nevertheless it is possible to map the old paths with a fair approach to precision. There are many sources of information available, many kinds of evidence which can be used as guides.

Among these are early maps, travelers' journals, land warrants and warrantee surveys, road viewers' reports, archeologists' findings, reminiscences of oldtimers, place names, contour maps, the painstaking researches of local historians, and of course the researcher's own field work.

The early map makers of Pennsylvania—men such as Lewis Evans, Nicholas and William Scull, Reading Howell, John Adlum, and John Wallis—are useful in showing what to look for, but they are not of much help in detail. That is not surprising, because, for one thing, they were often mapping trails from hearsay; and because, for another, they concerned themselves chiefly with traders' paths, disregarding those used only by Indians. What knowledge we have of these "warriors paths" comes for the most part from warrantee surveys and the narratives of white captives such as Moses Van Campen and Mrs. Jane Whittaker.

Travelers' journals often give closer detail on individual points: where mountains were climbed, gaps entered, streams forded. The swamps, springs, and salt licks mentioned by travelers are often identifiable, and so are the Indian villages.

The Bureau of Land Records at Harrisburg is the pathfinder's paradise. Applications, warrants for survey, and the surveys themselves are replete with Indian paths. In early days, before the land was cleared and settled, one of the best ways to identify a desired tract of land was for the applicant to mention the Indian path on which it lay. Surveyors often showed these paths on their drafts.

Warrantee surveys cannot be counted on for one-hundred-percent accuracy in the delineation of trails, these being only incidental to the surveyor's purpose; but the margin of error was not often very high. To correct it, it is usually sufficient to study a contour map or make a field trip. One learns to recognize good trail country: where, for instance, a path would choose the neutral ground between stream heads, where it would prefer to keep to the stream level, what course it would take to avoid small bits of marsh not shown on the map, and where a crack in a cliff (unnoticed on the contour map) made room for a path to descend.

Early road viewers' reports are sometimes of value, and so are advertisements for contractors to open roads—especially where, as with the Turkeyfoot Road of 1751, it meant no more than cutting the brush and removing the logs from an Indian path.

Local tradition is not to be despised, though it calls for some skepticism on the part of the inquirer—as when the “Iroquois Fort” in Elk County is reported to have been where Lafayette wintered his army during the Revolutionary War. On the other hand, when a ninety-year-oldster takes you to the place where his grandfather showed him an Indian path crossing a corner of the ancestral farm, he may have given you a clue to a useful chain of evidence you might otherwise have missed. There is something in the field worker's maxim, “Ask the oldest inhabitant.”

The archeologist is the pathfinder's natural ally. Both are Indian hunters, though one takes the high road and the other the low road. When a good “dig” discloses a former Indian townsite, it may be presumed that this was at one time a trail terminal. The pattern of camp sites in a given area may sometimes give a clue to the course of a trail through it. River fords are often identifiable by flint chips and even pottery found at both ends. Archeological evidence, like every other kind of evidence, must of course be used with caution. The discovery, for instance, of an *archaic* site does not mean that a trail must have run that way in *historic* times, for communication routes changed with the centuries; and the fact that no arrowheads or pottery have been found in a certain neighborhood is not proof that no Indians went by that way.

Pathfinding of the kind described in this book is not, except in rare instances, primarily an athletic adventure. It is a matter of patient library research, with field work (on foot or by motor car) in support.

Every path has its own peculiar problems which the researcher must solve. To find a clue to any one of these is his immediate task. He must settle down to a study of relevant data from any number of available sources. Authorities, written or oral, must be checked and rechecked. New facts must be gathered and explanations attempted of what at first sight appears to be con-

flicting evidence. Collecting facts, rejecting the irrelevant, making hypotheses, and testing these out—such is the engrossing, exasperating, never-ending process of trail hunting today, surely the nearest thing to the labors of Sisyphus known to man.

Yet it has its compensations. It is an exhilarating experience when, after chasing into limbo a dozen hypotheses (as in the search for George Washington's path to Venango and Fort Le Boeuf) the hunter at last finds one that stands firm, supported by a large body of good evidence.

The danger in this tantalizing game is that the player will too soon despair. The temptation to give up is great. It is difficult for anyone not to take panic when he surveys a vast accumulation of evidence in which the individual pieces all seem to point in different directions—each separate item, it may be, facing a variety of ways, and being capable of several contrary interpretations. At such a time trail hunting seems like chasing the Lost Chord through the Tower of Babel.

But even under these circumstances, a harmony can often be detected by the researcher if defeatism (the scholar's death wish—and who can blame him?) has not stopped his ears. If his nerve holds, he may discover that, while each piece of evidence when taken alone is subject to interpretations out of key with the others, each piece has nevertheless *one* interpretation which is possible to every other piece. That, in all probability, is the solution he has been looking for, and reason tells him to accept it.

Reasoning from probabilities is, of course, not to be undertaken lightly. It is dangerous, and conclusions so arrived at call for further and most rigorous testing. But, if used with caution and judgment, it is a method of logic not despised by modern science, which often finds conclusions drawn from tested probabilities to be steps in the advancement of knowledge.

## THE MAPS

This is an outdoor book, designed for quick use on the road as well as in the library or study. For that reason, in describing old paths modern place names are used without the apologetic word “present” prefixed to them in the text; and, on the maps, the names of today's towns are freely scattered along the paths in order to help

travelers get their bearings. Modern towns are, however, distinguished from Indian towns by the symbols used: an open circle for the one and a black teepee for the other.

Naming the trails brings out some awkward problems. Since the map maker has to work without the aid of a trail gazetteer, he finds it necessary now and then to make an arbitrary choice of name. That is because—although he recognizes that usage is the best authority—usage varies from place to place. The Great Shamokin Path, for example, was (and still is) commonly known along certain sections of its route as the Chinklacamoose Path and along others as the Kittanning Path. All paths bore two-way traffic, and in consequence their names, when taken as was usual from their *termini*, were reversible. If one man took the Kittanning Path from Chinklacamoose and another the Chinklacamoose Path from Kittanning, they would meet on the way. What was the Tulpehocken Path to Indians at Shamokin was the Shamokin Path to those at Tulpehocken.

Sometimes paths were named for intermediate junction points, such as the Frankstown Path or the Raystown Path, both of which ran all the way from the Susquehanna to the Allegheny. But these same paths might also be named for any other stopping points along the way.

It will readily be seen into what dangers this haphazard system of nomenclature leads the geographer. He finds as many Kittanning, Venango, and Wyoming paths as there were travelers going from any direction to Kittanning, Venango, and Wyoming. The Mahoning Path west of Kuskuskie was also known as the Salt Lick Path, the Tuscarawas Path, the Sandusky Path, the Detroit Path—or by the name of any other place it may have led to.

As time went on, certain trails settled down to possession of distinctive and permanent titles. There is today only one Towanda Path, one Pine Creek Path, one Sinnemahoning Path. Their names are established, accepted. They give the map maker no trouble. But it is different for him when, for instance, he has to decide which among the many paths to Wyoming (Wilkes-Barre) should be given sole title to the name Wyoming. In this particular case, the present writer has

thought best to drop the name Wyoming altogether, and to call the paths radiating into Wyoming by the names of points on the outside rim: the Pechoquealin Path, the Wechquetank Path, the Wapwallopen Path, and the Lackawanna Path.

When the writer has had to coin a new name, he has avoided the fanciful and used the names of the path's two *termini*, such as Venango-Chinklacamoose Path (from Clearfield to Franklin), which is so named to distinguish it from other paths headed for Franklin. To record all the names given each path at one time or another would certainly have made an unwieldy and confusing map. It is hoped that the present attempt to simplify the nomenclature has not compounded the confusion.

The maps here printed are maps of Indian days. They do not, however, represent a single point in time. They show where, at any time after the coming of the white men, the main Indian paths are known to have run. Those around Philadelphia were already beginning to drop out of Indian use in William Penn's day. By the end of the French and Indian War, most of the paths east of the Susquehanna had become white men's roads. Toward the end of the eighteenth century, even Western Pennsylvania was losing its Indian paths. The present maps, however, make no attempt to date these changes.

All the maps are limited to the contact period. Ancient Indian sites, unless they survived into the seventeenth century as Indian habitations or at least as objects of special note to travelers, are not here indicated. An occasional fort, Indian or white, has been shown when it helps to explain the course of a path. Little attention has been paid to settlers' plantations unless, like Christopher Gist's on Nemacolin's Path, they were key points on important highways. A few "sleeping places" named after white traders have been included, such as Hart's Log and Owen's Stamping Ground, since they were as integral to the life of the trail as Tohogus's Cabins or Fish Basket Old Town.

For convenient reference, Indian names are as a rule given the spelling that English usage has made familiar: Buckaloons, for example, rather than Bough-Helloons, Paks-Kalunska, or Pequihillieu.

If Indian towns jump about on old maps as if the cartographers enjoyed repeating their names *ad lib.*, do not be impatient: The early map makers of Pennsylvania were only recording the facts. Communities of Indians often migrated under pressure from the white men, as they did after the Walking Purchase. Towns named after chiefs such as Nutimus, Neolegan (Newallika), and Kickenapaulin are in consequence found in a variety of places. Many communities moved for another reason, the exhaustion of the soil. Under such condition, the villagers would move to fresh cornfields a few miles away, build themselves houses, and apply the old town name to the new premises.

This last custom helps to explain a curious ambivalence in Indian place names. They sometimes represented not only the site of a particular town at a particular time, but also the whole area for many miles about. At Easton, for instance, in the Forks of the Delaware where the Lehigh and Delaware join, there was a town known as *Lechawekink*, the Forks. But the term "Forks of the Delaware" meant also a wide territory that included the sites of Nazareth, Bethlehem, Allentown, and a good deal more besides.

These perambulating villages are an embarrassment to the historical geographer. If he does not put in all the Goschgoschinks, someone will be disappointed. It would be useful if on the accompanying maps the dates could be given of each town's tenure of its site, but this has not been found practicable.

Some famous Indian towns have been omitted from the maps, Playwicky, for example. The existence of such a town is well authenticated, but its exact site is in dispute. Only a few of the many "Indian fields," which appear so frequently in warrantee surveys, have been introduced, and very few Indian cabins. Of these, just a sufficient number have been shown to remind the reader of what was once a common sight along Indian paths. One or two hunting cabins have been marked, a reminder that seasonal change of habitat was as well-established an institution among our early Indians as it is today among the inhabitants of suburbia.

Some of the paths here described appear for the first time in print. But the present work makes no pretense to be definitive. Of the multi-

tude of Indian paths in Pennsylvania, only a few have been introduced. Even of the main highways, the through ways with which this study chiefly concerns itself, there were no doubt many variants which have not here been discussed. The writer can only say that, after sifting a vast complexity of evidence gathered in the field, in libraries, county court houses, the Bureau of Land Records and the State Archives in Harrisburg, he has given his best judgment on the location of some of the more important Indian paths. He hopes that other students of outdoor history may find this work helpful in building a still closer knowledge of our Indian heritage.

### FOR THE MOTORIST

For those who use the suggested motor tours in connection with the paths, a word of explanation may be in place. The Legislative Route numbers so frequently mentioned (e.g., *L. R. 36130*) refer to State roads other than the main highways such as *U. S. 30* or *Pa. 23*. Legislative Route numbers do not appear on the ordinary State road maps. They are, however, shown on county maps which may be procured from the Department of Highways, Harrisburg.

When out on the road, the motorist will find the Legislative Route numbers on small, rectangular, white signs at terminal points and intersections.

Motor roads mentioned in directions FOR THE MOTORIST are given the official numbers issued by the State Department of Highways in 1961. Since the route numbers are still in process of revision because of the new Interstate Highways, motorists are advised to supply themselves with the latest highway maps and to be alert for changes.

<sup>1</sup>Quoted in *Highways in Our National Life*, Jean Labatut and Wheaton J. Lane, eds. (Princeton, 1950), p. v.

<sup>2</sup>Herbert J. Spinder, "The Indian Trail from the Time of the Mayas to the Colonial Period," *Highways in Our National Life*, 57.

<sup>3</sup>Stone objects from the Jasper Quarries near Macungie and Vera Cruz, Pennsylvania, have been identified by John Witthoft in places as far north as Cape Anne, Massachusetts, as far south as Cape Hatteras, North Carolina, and as far west as Licking County in central Ohio.

<sup>4</sup>Anthony F. C. Wallace, "Woman, Land, and Society: Three Aspects of Aboriginal Delaware Life," *Pennsylvania Archaeologist*, XVII (1947), 1-35.

<sup>5</sup> George T. Hunt, in *The Wars of the Iroquois* (Madison, Wis., 1940), 8, puts their number at twelve thousand: "Yet after only thirty years of intermittent warfare the Iroquois proper [the Five Nations as distinct from their language kin, the Hurons, Susquehannocks, etc.], probably the least numerous of the tribes, never numbering more than twelve thousand, were in sole possession of the region east of Lake Michigan. . . ." See Frederick W. Hodge's *Handbook of American Indians North of Mexico* (Washington, D. C., 1907), 619: "About the middle of the 17th century the Five Nations were supposed to have reached their highest point, and in 1677 and 1685 they were estimated at about 16,000. In 1689 they were estimated at about 12,850; but in the next 9 years they lost more than half by war and by desertions to Canada. The most accurate estimates for the 18th century gave the Six Nations and their colonies about 10,000 or 12,000 souls. In 1774 they were estimated at 10,000 to 12,500." See also William N. Fenton, "Problems Arising from the Historic Northeastern Position of the Iroquois," *Smithsonian Miscellaneous Collections*, Vol. 100, p. 231: "Mooney (1928) credits the whole Iroquois with only 5,500 in 1600, which Kroeber (1939, p. 140) accepts, but considers too low (p. 133)."

<sup>6</sup> Carl Carmer, *The Susquehanna* (New York, 1955), 291.

<sup>7</sup> *Diary of David McClure*, Franklin B. Dexter, ed. (New York, 1889), 49-50.

<sup>8</sup> Quoted by Joseph H. Bausman, *History of Beaver County Pennsylvania* (New York, 1904), I, 23, n. 2.

<sup>9</sup> Alfred Procter James, ed., *Writings of General John Forbes Relating to His Service in North America* (Menasha, Wis., 1938), 141.

<sup>10</sup> "Rev. John Ettwein's Notes of Travel from the North Branch of the Susquehanna to the Beaver River, Pennsylvania, 1772," John W. Jordan, ed., *The Pennsylvania Magazine of History and Biography*, XXV (1901), 208-209.

<sup>11</sup> "Journal of a March from Fort Pitt to Venango—And from thence to Presqu'Isle": Thomas Hutchins Papers, II, 4, Historical Society of Pennsylvania, Philadelphia.

<sup>12</sup> "Rev. John Ettwein's Notes of Travel . . . 1772," *Pennsylvania Magazine of History and Biography*, XXV, 208-209.

<sup>13</sup> "A Journey from Pittsburgh to Le Beauiff on the far Side of French Creek, in which all Roads, Tracts, and Places are Truthfully described," *Thirty Thousand Miles with John Heckewelder*, Paul A. W. Wallace, ed. (Pittsburgh, 1958), 376-77.

<sup>14</sup> "A Visit to Cornplanter in 1798," diary of Joshua Sharpless, reprinted from the *Warren Times-Mirror*, Cornplanter Volume, C-5, Pennsylvania Historical and Museum Commission.

<sup>15</sup> Ettwein, *op. cit.*, 217.

<sup>16</sup> August C. Mahr, "Diary of a Moravian Indian Mission Migration Across Pennsylvania in 1772," *Ohio State Archaeological and Historical Quarterly*, LXII, No. 3 (July, 1953), 268.

<sup>17</sup> *Narrative of the Mission of the United Brethren among the Delaware and Mohegan Indians* . . . (Philadelphia, 1820), 198-99.

<sup>18</sup> Philip Vickers Fithian: *Journal, 1775-1776, Written on the Virginia-Pennsylvania Frontier and in the Army*

*Around New York* (August 8, 1775), Robert Greenhalgh Albion and Leonidas Dodson, eds. (Princeton, 1934), 70.

<sup>19</sup> Letter of January 25, 1952.

<sup>20</sup> T. Kenneth Wood, "French Asylum," *Now and Then*, IV (1933-1934), 255.

<sup>21</sup> Spangenberg's Journal, June 10, 1745, contained in the "Bethlehem Diary," Archives of the Moravian Church, Bethlehem, Pa. This passage is quoted as translated by Dr. William N. Schwarze, late President of Moravian College.

<sup>22</sup> *Ibid.*

<sup>23</sup> June 11, 1758: *The Papers of Henry Bouquet*, S. K. Stevens, Donald H. Kent, Autumn L. Leonard, eds. (Harrisburg, 1951), II, 69, 73.

<sup>24</sup> *Ibid.*, 336.

<sup>25</sup> David McClure's Journal, 1772, quoted by Joseph H. Bausman, *History of Beaver County* (New York, 1904), I, 23, n. 2.

<sup>26</sup> *Observations Made by Mr. John Bartram, In His Journey from Pensilvania to Onondago &c.* (London, 1751), 71.

<sup>27</sup> Harlan Hatcher, *The Western Reserve* (Indianapolis, 1949), 40, n. 4.

<sup>28</sup> *Pennsylvania Magazine of History and Biography*, III (1879), 63.

<sup>29</sup> "Diary of the Brethren John Heckewelder and Benjamin Mortimer on their journey from Bethlehem in Pennsylvania to Fairfield in Upper Canada . . . 1798," *Thirty Thousand Miles with John Heckewelder*, Paul A. W. Wallace, ed. (Pittsburgh, 1958), 351.

<sup>30</sup> "A Short Account of Br John Martin Mack's & Xtian Frölick's Journey to Wayomick & Hallobank," April 20, 1745, Archives of the Moravian Church, Bethlehem, Pa.

<sup>31</sup> *Ibid.* These extracts are printed by permission of the Archives Committee of the Moravian Church, and may not be reprinted without express permission from them.

<sup>32</sup> *Journal of the 26th House of Representatives* (Harrisburg, 1815), Appendix, 34-35.

<sup>33</sup> "Diary of David Zeisberger's Journey to the Ohio . . . 1767," Archer Butler Hulbert and William Nathaniel Schwarze, eds., *Ohio Archaeological and Historical Quarterly*, XXI, No. 1 (January, 1912), 13.

<sup>34</sup> *Thirty Thousand Miles with John Heckewelder*, 285; *Pennsylvania Magazine of History and Biography*, XII (1888), 174.

<sup>35</sup> *Jesuit Relations*, IX, 310, n. 33.

<sup>36</sup> *Ibid.*, LXIX, 177.

<sup>37</sup> See John W. Griffin and Donald E. Wray, "Bison in Illinois Archaeology," *Illinois Academy of Science Transactions*, XXXVIII (1945).

<sup>38</sup> T. Kenneth Wood, "On the Genesee Road," *Now and Then*, V (1934-1935), 131: "There is another such stretch of wholly abandoned road, perhaps 5 or 6 miles long. . . . It is in Bradford County, perhaps exceeding this in wild and desolate beauty, for it has a mountain torrent accompanying it down through dark and gloomy Northrup's Hollow. People are still living in there of the fourth generation who speak of this section as 'The Painted

line.<sup>8</sup> They refer to the 'Iowanda Indian Path,' which preceded our white man's road and which was found by the early whites to be marked by a succession of painted trees."

<sup>8</sup>George Henry Loskiel, *History of the Mission of the United Brethren Among the Indians in North America* (London, 1794), 25.

<sup>9</sup>Robert Orme's Journal, June 21, 1755, in Winthrop Sargent, *The History of an Expedition Against Fort Du Quesne, in 1755* (Philadelphia, 1855), 341.

<sup>10</sup>"Abraham Steiner's Account of His Journey with Johann Heckewelder from Bethlehem to Pettiquoting on the Huron River near Lake Erie, and Return, 1789," *Thirty Thousand Miles with John Heckewelder*, 248.

<sup>11</sup>*Ibid.*, 251. This extract is printed by permission of the Archives Committee of the Moravian Church, and may not be reprinted without express permission from them.

<sup>12</sup>"Narrative of the Captivity of Mrs. Whittaker, Daughter of Sebastian Strobe, a Revolutionary Soldier," *The Quarterly Journal of the New York State Historical Association*, XI, No. 3 (July, 1930), 239.

# *INDIAN PATHS*



# 1. Allegheny Path

*From Philadelphia to Pittsburgh and Kittanning*

The Allegheny Path ran from the Delaware River at Philadelphia, through Morgantown and Paxtang (Harrisburg), to various points on the Allegheny River.

The name, Allegheny Path, was sometimes used also of paths approaching the Allegheny from other places on the Susquehanna River.

The section of the path between Philadelphia and Harrisburg was used by Indians and white men in the earliest colonial days. John T. Faris in *Old Trails and Roads in Penn's Land* calls it "the oldest road in Pennsylvania which passed between the Delaware and the Susquehanna." It appears to have originated on the high ground south of Frankford Creek in Philadelphia, and to have taken approximately the same course as the present Allegheny Avenue. It is interesting to notice that the name "Allegheny" turns up today at other places along this route. Approaching the Schuylkill River, the Allegheny Path heads—as does Allegheny Avenue, one of a series of avenues named for Pennsylvania counties—for Robin Hood's (or Garrett's) Ford below the Falls of the Schuylkill. Today Allegheny Avenue, before reaching the river, enters Ridge Avenue and is absorbed by it. From the point of junction, however, the ford lies only a few hundred yards to the west, at the foot of what is still called Ferry Street.

The suggestion that Allegheny Avenue may have taken its name from the Allegheny Path finds some corroboration in a survey dated "13 of May 1684" and entitled "Mapp of Swan Swanson and his two Brothers land near [east of] y<sup>e</sup> ffalls of Skeolkill on y<sup>e</sup> S E side thereof...." It shows, as approaching the river through "Vacant Indian Feilds," "One Inden Road to Netopcomb or y<sup>e</sup> ffalls of Shoolkill."<sup>1</sup>

West of the Schuylkill, the course of the Allegheny Path has been described by Margaret B. Harvey: "From the ford the road continued, as it still does, through the now existing [Fairmount] Park and to the present City Avenue, crossing it but a few rods distant from the new station, Bala, on the Schuylkill Valley R. R. . . . The

road, with only a slight change in its direction, proceeds past the place once marked by cone-like cedars, and at a village formerly called Bowman's Bridge, now Merionville, joins the old Lancaster road. The Ford road, with its continuation, the old Lancaster road, is thus the oldest highway in the state, founded upon the prehistoric Indian trail from the Delaware to the Susquehanna."<sup>2</sup>

On the coming of William Penn, the first few miles of this Indian highway were turned into a bridle path. There is a tradition, reported by Margaret Harvey, "that William Penn himself personally superintended the laying out of this road from Merion Meeting-house to Paoli, riding on horseback its entire length."

There is some evidence that the Allegheny Path crossed the Welsh Mountains not far from where the Pennsylvania Turnpike crosses them today, in the vicinity of Loag. About a mile beyond the modern village of Conestoga, it joined what is now *Pa. 23* (the Blue Rock Path), and turning west in another two miles came to Morgantown.

North of Morgantown the path is less difficult to trace. The terrain with its gentle ridges is a fair guide much of the way, and so is the presence of some very old roads. Local tradition points to a solution of certain problems, and the names of two landmarks, Alleghenyville and Allegheny Creek, lend support to other evidence.

For some miles the path, passing the site of the mysterious "Fingal Castle," kept to a ridge, heading northwest for *die Kluft* in the South Mountain behind Conrad Weiser's home at Womelsdorf. On its way, after passing what is now known as Hummels Store, the Allegheny Path crossed Allegheny Creek at Alleghenyville, an old town with a church dated 1767. At Knauers, a mile northwest of Alleghenyville, the modern road, still presumably following the Indian path, turns west, crossing Muddy Creek and continuing west to Reinholds. There it crosses Little Cocalico Creek and runs on to Blainsport, which lies between Kline Mill and Laurel Ridge at the foot of the South Mountain.

It may seem strange that the path should have crossed the South Mountain instead of going round it to Newmstown, as the modern road does. But there is a strong tradition that *die Kluft* was on the path.

Evidence that this is no romantic fancy is provided by the terrain hereabouts. The southern slopes of the South Mountain are wet, full of springs and marshy patches. The region is known as the Upper and Lower Swamp. The old Union church (Reformed and Lutheran) at Blainsport is still called the Swamp Church. To traverse this valley, in the days before culverts and road metal had been introduced, as something to be avoided by Indians, who liked, as the saying went, to "keep the moccasins dry." The north side of the mountain was dry. So travelers went over the top of it and came down through the ravine known as *die Kluft* (the cleft). There was a spring in it from which a stream descended, but the banks were dry and comfortably graded.

On emerging from *die Kluft* the path came to a fork. On the right hand was the Tulpehocken Path, which ran north to meet the Great Warriors Path at Shamokin (Sunbury). On the left, the Allegheny Path continued its northwest course to "The Indian Old Town" (Tulpehocken) in the eastern outskirts of Myerstown.<sup>3</sup> There it turned west and in about two miles crossed Tulpehocken Creek. In another four miles, following approximately the course now taken by U. S. #22, it reached the city of Lebanon on Quittapahilla Creek. There is a local tradition that the Indian town of Quittapahilla (shown on Nicholas Scull's "rough draught of ye Land purchased of Sassoonan 1732")<sup>4</sup> was beside two springs on one of the head branches of Quittapahilla Creek about a mile south of Avon.

West of Lebanon the course of the path was pretty much determined, as is that of the modern road, by the natural drainage. It kept near the north bank of Quittapahilla Creek as far as the west end of Annville. There it forded the "Quittie" and in another mile and a half crossed Killinger Creek. At Hershey it passed close by the never-failing Derry Spring—never-failing, that is, until recently an unlucky blast from a nearby quarry changed the underground water channels and cut off Derry Spring's supply. Here, where the modern town of Hershey now rises, the Alle-

gheny Path intersected another Indian path running south from Manada Gap to Conewago Creek.

At the west end of Hummelstown, it forded Swatara Creek and climbed Chambers Hill to the west. On the summit, U. S. #22 breaks away, descending into a moist valley at Rutherford, while the Allegheny Path continued along the crest of Chambers Hill. Passing about half a mile north of Oberlin, and leaving on one side a steep path descending to Steelton, it went on to Paxtang and the well-known ford, a connecting link on what was described in 1784 as "the main road through the Continent."<sup>5</sup>

West of Harrisburg, travelers to the Allegheny used any one of a number of Indian highways that are usually referred to under local names, such as the Frankstown Path, the New Path, the Raystown Path, and the Kittanning Path. The one most favored by early Indian traders was the Frankstown Path. Today at Hollidaysburg the street entering from Frankstown (a few miles to the east) is known as Allegheny Street.

#### FOR THE MOTORIST

From *Allegheny Avenue* in Philadelphia, turn north on *Ridge Avenue*. In about ½ mile north of that road junction, turn left (west) to cross the Falls Bridge into Fairmount Park.

From Fairmount Park the simplest way to follow the path, or at least some approximation to its course, is to pick up Pa. 23, follow it to *City Line Avenue*, there turn west to meet U. S. 30, and follow this latter (the *Lincoln Highway*) through Paoli to Exton. There turn right (north) on Pa. 100, follow it to the Downingtown Exchange on the *Pennsylvania Turnpike*, and take the *Turnpike* over the Welsh Mountains to Morgantown.

Leaving the *Turnpike* at Morgantown, go north on L. R. 06089 toward Plowville and there take L. R. 06082. Follow this road across Allegheny Creek and through Alleghenyville and Knauers to the Lancaster County line and a junction with U. S. 222. Turn left and follow 222 for about 2 miles to Swartsville. There turn right (north) on Pa. 897 and follow it through Reinholds to Blainsport. At the west end of Blainsport, leave 897 (which follows Cocalico Creek to its head), turn right (north) on L. R.

36130, and follow it to the Lebanon County line. Continue with this road (which becomes *L. R. 38014* in Lebanon County) across the summit of South Mountain and down through *die Kluft* to a junction with *L. R. 38011* at Sheridan. Continue on 38011 for about 4½ miles to *Pa. 501*. Turn right and stay on 501 for about 3 miles to its junction with *U. S. 422*. Take 422 left into Myerstown.

From Myerstown west, *U. S. 422* on its way through Lebanon, Annville, Palmyra, and Hershey to Hummelstown is never very far from the Allegheny Path. At the west end of Hummelstown, now following 322, cross Swatara Creek and ascend the long hill beyond (keeping an eye left to see the mountains known as the Three Sisters). On reaching the summit, make a sharp turn left onto *L. R. 22018*, and follow it for about 7 miles to its junction again with 322, which you will now follow into Harrisburg.

The home of John Harris, founder of Harrisburg (219 South Front Street, now headquarters of the Dauphin County Historical Society), overlooks the old ford.

For the continuation of the Allegheny Path west of Harrisburg, see the *Frankstown Path*, the *Raystown Path*, and the *New Path*.

<sup>1</sup> Warrantee Surveys, B 23-208 (1723): Bureau of Land Records, Harrisburg.

<sup>2</sup> "Something about Lower Merion," *Historical Sketches . . . Historical Society of Montgomery County*, I (1895), 152.

<sup>3</sup> See survey of 1731, B 23-96: Bureau of Land Records, Harrisburg.

<sup>4</sup> Logan Papers, XI, 18: Historical Society of Pennsylvania, Philadelphia.

<sup>5</sup> *Notes and Queries*, Reprint, I (1894), 441.

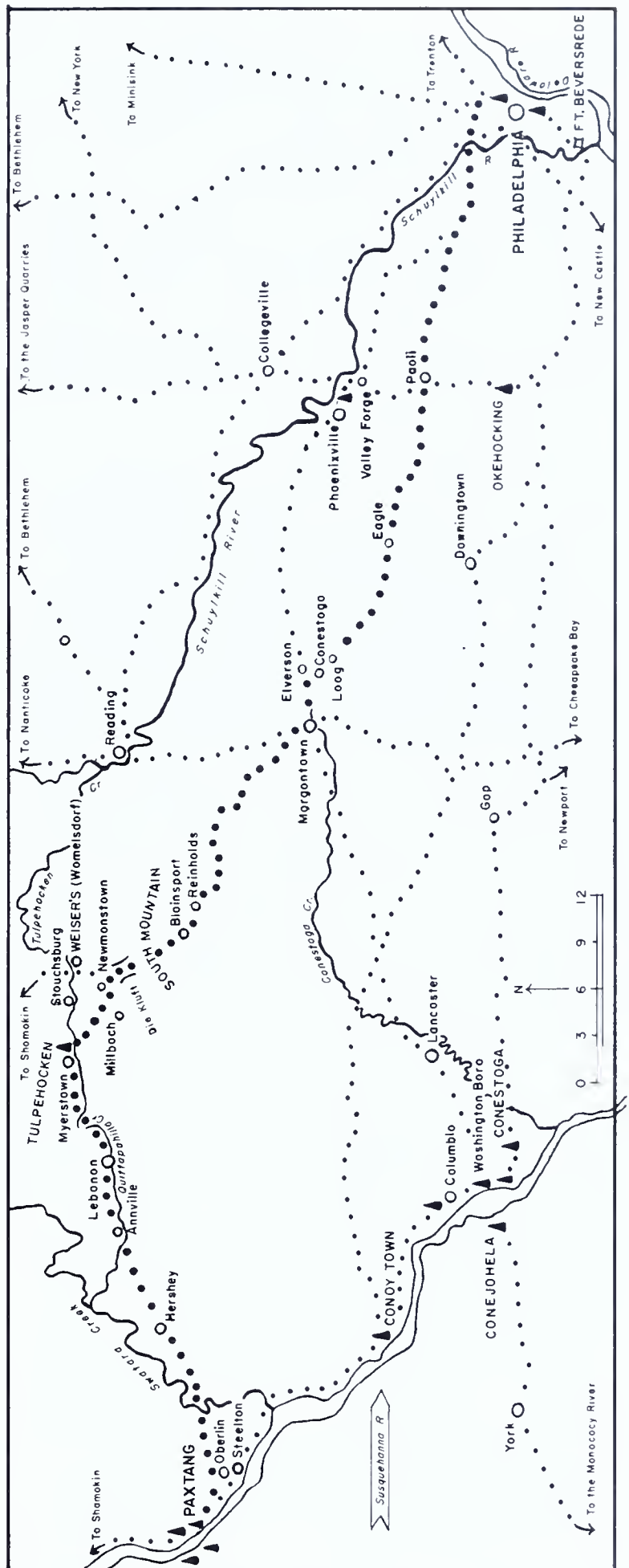
## Armstrong Path

*From Carlisle to Kittanning*

Named for Colonel John Armstrong, who in 1756, during the French and Indian War, led the raid that destroyed the Delaware Indian town and military headquarters of Kittanning on the Allegheny River.<sup>1</sup>

See *Kittanning Path*.

<sup>1</sup> See William A. Hunter, "Victory at Kittanning," *Pennsylvania History*, XXIII, No. 3 (July, 1956), 376-407.



ALLEGHENY PATH

## 2. Bald Eagle Creek Path

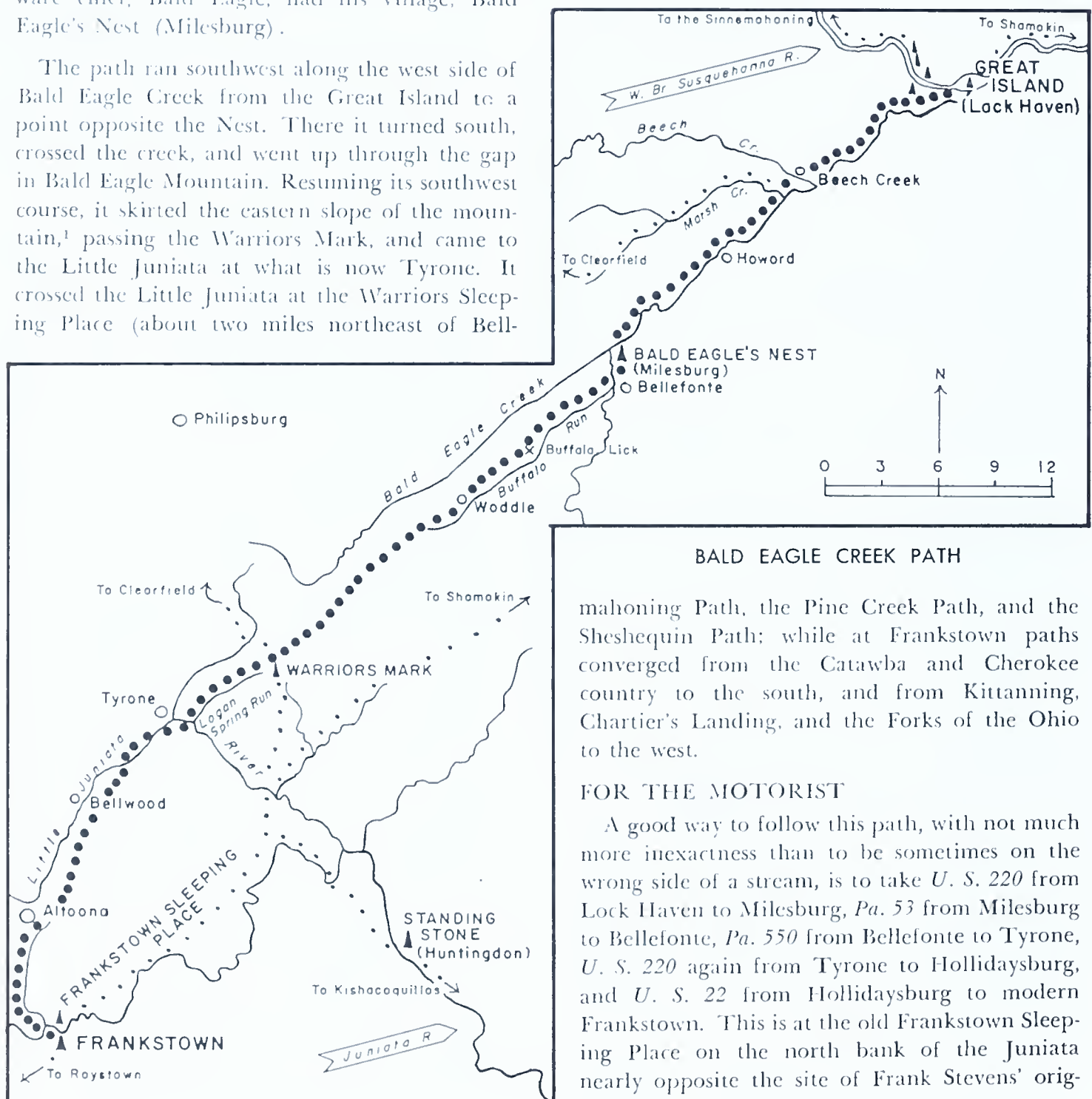
*From Lock Haven to Frankstown*

The path from the Great Island (Lock Haven) on the West Branch of the Susquehanna, to Frankstown (near Hollidaysburg) on the Frankstown Branch of the Juniata, was part of a warriors path from the Six Nations country south through Bedford and Wills Creek (Cumberland, Md.) into Virginia and the Carolinas. It was named for the creek on which the Munsee Delaware chief, Bald Eagle, had his village, Bald Eagle's Nest (Milesburg).

The path ran southwest along the west side of Bald Eagle Creek from the Great Island to a point opposite the Nest. There it turned south, crossed the creek, and went up through the gap in Bald Eagle Mountain. Resuming its southwest course, it skirted the eastern slope of the mountain,<sup>1</sup> passing the Warriors Mark, and came to the Little Juniata at what is now Tyrone. It crossed the Little Juniata at the Warriors Sleeping Place (about two miles northeast of Bell-

wood), passed the site of Altoona and Hollidaysburg, and came to Frankstown at the junction of the Frankstown Branch and the Beaver Dam Branch of the Juniata.

The Bald Eagle Path was a link between two important trail complexes, north and south. At the Great Island, paths converged from different parts of the Six Nations country, the Sinne-



BALD EAGLE CREEK PATH

mahoning Path, the Pine Creek Path, and the Sheshequin Path; while at Frankstown paths converged from the Catawba and Cherokee country to the south, and from Kittanning, Chartier's Landing, and the Forks of the Ohio to the west.

### FOR THE MOTORIST

A good way to follow this path, with not much more inexactness than to be sometimes on the wrong side of a stream, is to take U. S. 220 from Lock Haven to Milesburg, Pa. 53 from Milesburg to Bellefonte, Pa. 550 from Bellefonte to Tyrone, U. S. 220 again from Tyrone to Hollidaysburg, and U. S. 22 from Hollidaysburg to modern Frankstown. This is at the old Frankstown Sleeping Place on the north bank of the Juniata nearly opposite the site of Frank Stevens' original trading post.

For a closer following of the path, leave U. S. 220 about 12 or 13 miles from Lock Haven, just before the highway crosses Bald Eagle Creek, and follow local roads along the west bank to Mylesburg. Take Pa. 53 as before to Bellefonte and there turn southeast on L. R. 14017, which runs more or less as the path did between Buffalo Run and the slopes of Bald Eagle Mountain.

Follow it for about 5 miles to L. R. 14036 and continue with the latter in the same direction for a little over a mile. Then turn left and run to Pillmore, where you will turn right on Pa. 550. From that point follow 550, 220, and 22 as already indicated.

<sup>1</sup> See Warrantee Surveys A 19-27, B-11, B-30.

### 3. *Bald Eagle's Path*

*From Mylesburg to Clearfield*

This path was named for the Munsee Delaware chief, Bald Eagle, who lived for a time on Bald Eagle Creek.

There were several ways of negotiating the formidable Allegheny Front between Bald Eagle's Nest and Chinklacamoose. They are described in a letter of May 11, 1953, to the present writer from Mr. Vernoy Davis of Philadelphia, who formerly lived at Philipsburg and was a friend of the late J. A. Bilger, a local hunter. Mr. Bilger, having been over these paths in his youth, mapped them for Mr. Davis in 1948. The identification points noted are from quadrangles of the old U. S. Geological Survey Maps (scale 1/62500 or approximately an inch to the mile). The descriptions are Mr. Davis's.

#### 1. *Up Wallace Run*

One path came up the Bald Eagle Valley from Mylesburg (*Bellefonte Quadrangle*) to Snow Shoe Intersection, Wingate Post Office, turned right up Wallace Run, taking the right-hand branch and following the railroad to Rhodes (*Snow Shoe Quadrangle*), then down Jonathan Run, connecting with the Great Shamokin Path.

#### 2. *Up Dicks Run*

A second path from Snow Shoe Intersection (*Bellefonte Quadrangle*) continued southwest up Bald Eagle Creek to Dicks Run, south of Unionville, Fleming Post Office. It turned right up Dicks Run, following the left-hand branch to its head. Here the path branched at the intersection of the peak of Houston and Rush Township lines. The right-hand path went north along the ridge, passing the letter "B" in the word "Bear Rocks" (*Bellefonte Quadrangle*), along the ridge to the right of Beech Creek, and on

north to Snow Shoe, where it connected with the Great Shamokin Path.

Coming back to where this second path branched at the top of the Allegheny Ridge, the left-hand branch turned southwest, following the dotted road along the township line (*Philipsburg Quadrangle*). The path followed the general direction of this road to the elevation mark 2081, then turned west, connecting with another dotted road below the letter "h" in "Rush," crossing Black Moshannon Creek where the road does, then west, crossing Six Mile Run at Shields' Dam, and on west to the branches of Black Bear Run, north of Pine Hill. Here Mr. Bilger said the path branched again. The right-hand branch followed the ridge northwest between the State Road on the left and Onemile Run on the right, to the road leading west into Philipsburg. It crossed Cold Stream where the bridge does now, into the outskirts of Philipsburg, then turned northwest, crossing the Moshannon Creek. From here on, Mr. Bilger was not sure of its direction except that it ended at Clearfield.

Back to the branch at the head of Black Bear Run (*Philipsburg Quadrangle*): At the Y north of Pine Hill, he said, the left-hand branch went southwest to Klondike School (about a mile and a quarter north-northeast of Osceola), crossing the Moshannon Creek here when the crossing at Philipsburg was flooded.

#### 3. *Up Laurel Run*

Mr. Davis has heard it said that the present road from Port Matilda (*Philipsburg Quadrangle*) up Laurel Run to Philipsburg was also an Indian path.

From Philipsburg north the Bald Eagle Path followed the Warriors Mark Path through

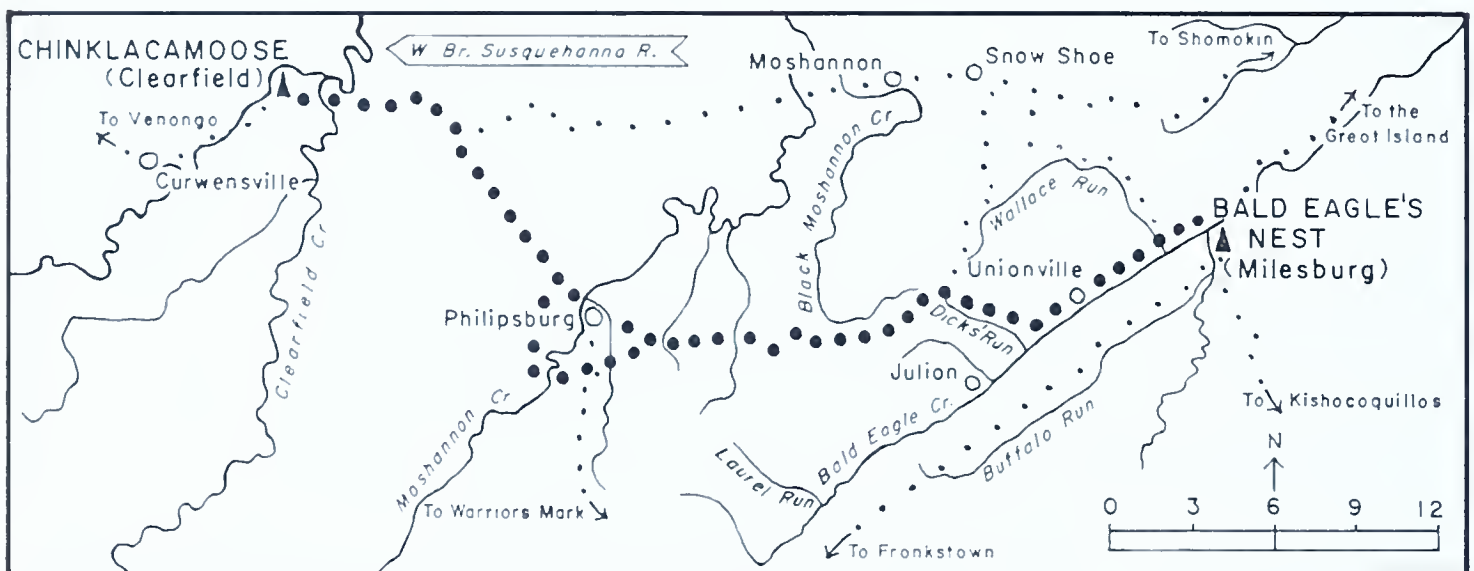
present Wallacetown to the headwaters of Roaring Run, where it joined the Great Shamokin Path and followed it to Clearfield.

#### FOR THE MOTORIST

*Up Wallace Run.* From Milesburg take U. S. 220 to Wingate at the mouth of Wallace Run. Turn right on Pa. 53 and follow it through Rhodes, Snow Shoe, and Moshannon to its junction with U. S. 322. Turn right on 322 and follow it to Clearfield. A closer tracing of the highlands across which Bald Eagle's Path ran (U. S. 322 descends into the narrow valley of Roaring Run) will be found under the *Great Shamokin Path*.

*Up Dicks Run.* From Milesburg follow U. S. 220 up the Bald Eagle Valley to the mouth of Dicks Run, about 11¼ miles beyond Unionville. There turn right (west) on L. R. 14008 and follow it to its junction with Pa. 868. It is impossible in this mountain area to follow the Indian path at all closely by modern roads. It will be best, therefore, to continue on 868 to its junction with Pa. 504 and follow the latter to Philipsburg, where it runs into U. S. 322. Follow 322 to Clearfield.

*Up Laurel Run.* From Milesburg follow U. S. 220 to Port Matilda. There turn right on U. S. 322 and follow it to Clearfield.



BALD EAGLE'S PATH

## 4. Blue Rock Path

*From Phoenixville to Washington Boro*

The name "Blue Rock" is a comparatively modern one, derived from a rock painted blue at a Susquehanna River ferry-landing south of Washington Boro. But the ford nearby (usable in low water) had been known from ancient times by the Indians. It connected paths from the Schuylkill Valley with the well-known Monocacy Path, which took off for Maryland and Virginia from a point on the opposite shore of the Susquehanna River.

There is little explicit evidence of Indian use of what came to be known as the Blue Rock Road; but a tradition is recorded by Martin H. Brackbill<sup>1</sup> that it was once an Indian path, running from

Phoenixville along the ridge route taken now by Pa. 23 through Seven Stars, Bucktown, Knauertown, Warwick, Elverson, Morgantown, Churchtown, Blue Ball, and New Holland to Lancaster. From there, according to Mr. Brackbill, it followed the Millersville Pike to Millersville, crossed the Little Conestoga about where Pa. 999 does, and reached the Susquehanna about half a mile south of Washington Boro.

"The Blue Rock Road," he adds, "which is still in existence and still very much in use, was one of the most important thoroughfares in Pennsylvania in colonial times."<sup>2</sup>

The Blue Rock Ferry, it should be added, "was the most prominent along the Susquehanna before Wright's Ferry was established, being the one used by the Cartleges, James Patterson, Peter Chartier, and other Indian traders."<sup>3</sup> The Blue Rock itself is now submerged by the waters of the Safe Harbor Dam.

See also the *French Creek Path*.

#### FOR THE MOTORIST

From Phoenixville, follow *Pa. 23* to Lancaster. There take *Pa. 999* (the Millersville Pike) through Millersville. About 4 miles beyond Millersville, cross *L. R. 36005*. In about another ½ mile you will come to a Y. Take the left fork, a township road, and follow it to the river.

<sup>1</sup>"The Manor of Conestoga," Lancaster County Historical Society, *Papers*, XLII (1938), 30.

<sup>2</sup>*Ibid.*, 23.

<sup>3</sup>D. H. Landis, "Why Was Postlethwaite's Chosen and then Abandoned as the County Seat of Lancaster County?," Lancaster County Historical Society, *Papers*, XII (1908), 161.

## 5. Bottom Path

### *Opposite Sunbury and Northumberland*

The Bottom Path lay at the base of the cliff bearing what is known locally as Shickellamy's Face, overlooking the Susquehanna from the west, opposite Sunbury and Northumberland. When the river was high, travelers from Shamokin (Sunbury) ascended the mountain, followed the Penns Creek Path along the summit for about two miles, then turned north (about where *U. S. 15* crosses), and went down to meet the river at Winfield. The Bottom Path, while subject to occasional flooding, was shorter and kept its level.

For evidence, see Application No. 3503 (New Purchase, 1769) and the ensuing survey (C 74-119) showing a narrow tract extending along the bank of the Susquehanna for over a mile. The warrant reads: "On the West side of Susquehanna opposite to Fort Augusta to include the Bottom Path & Run of water & part of the Mountain from one Narrows to the other."

#### FOR THE MOTORIST

*U. S. 11* from Selinsgrove follows the Bottom

Path under the cliff as far north as the bridge to Northumberland. From that point, no road except the railroad continues under the cliff. To get through to Lewisburg, the motorist who has come this far will have to cross the river to Northumberland, turn around, and come back to the traffic circle at the end of the bridge from Sunbury. There he will pick up *U. S. 15* and follow it over the mountain to Lewisburg.

## 6. Brokenstraw Path

### *From Irvine to Waterford*

The Brokenstraw Path was named for its eastern terminus, Buckaloons (Irvine). The name is a corruption, according to Merle S. Deardorff of Warren, of a Delaware word, *Paks-kalunski*, meaning broken straw, the *Paille Coupée* of French records. Buckaloons was an important Indian center at which paths converged from Cornplanter's Town, from Goschgoschink (West Hickory), from Venango (Franklin), and from Fort Le Boeuf (Waterford).

The existence of this path is well documented, but its exact course in the western reaches is not known. From Buckaloons it ran up Brokenstraw Creek past Youngsville and Pittsfield to Corry, Union City, and Waterford. West of Waterford the country was marshy and difficult. The path, accordingly, was not much used and its course has not been mapped. Walter Jacks in the *Erie Motorist* of August, 1945, page 2, suggests that it went to Edinboro on Edinboro Lake, thence to Albion, Pa., and terminated "at the mouth of the Cuyahoga River at Cleveland."

John Hockstattler, a Swiss settler, was captured in 1755 by a party of Delawares and Shawnees, who took him from Berks County to Fort Le Boeuf and from there to Buckaloons. He escaped in the spring of 1758 and on examination gave this brief description of the Brokenstraw Path:

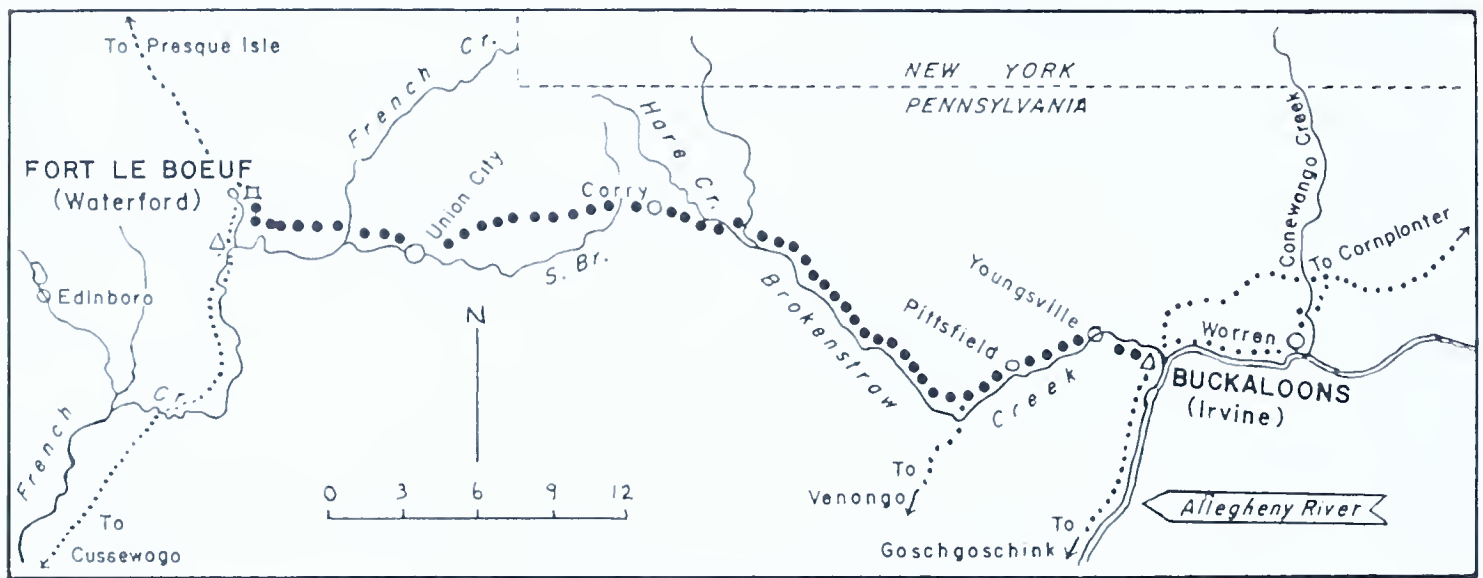
"After 3 Days travel [from Fort Le Boeuf] Est south Est, I was brought to Buxotons [Buckaloons] Cr[ee]k where it emptys in the Ohio [Allegheny] whe came to an Indian Castle wich lys upon the Corner of it, then I was kept Prisoner all that time."<sup>1</sup>

## FOR THE MOTORIST

Take U. S. 6 at Irvine (Buckaloons) and follow it through Youngsville, Pittsfield, Corry, and

Union City to Waterford (Fort Le Boeuf).

<sup>1</sup> *Wilderness Chronicles of Northwestern Pennsylvania*, Sylvester K. Stevens and Donald H. Kent, eds. (Harrisburg, 1941), 120.



BROKENSTRAW PATH

## *Bullock Path*

A name sometimes given to the Goschgoschink (Cushcheating) Path, north from the forks of the Big and Little Mahoning creeks. See the *History of Indiana County, Pennsylvania* (Newark, Ohio, 1880), 250.

## *Byerly's Path*

*From West Newton to New Kensington*

The name Byerly's Path was sometimes given to the Sewickley Old Town Path because it passed Andrew Byerly's farm and trading post on Bushy Run at the intersection of the Raystown Path, where Harrison City is today.

During Pontiac's War, Byerly was driven from his home. On August 4, 1763, he was with the advance guard of the army moving west under Colonel Henry Bouquet to relieve Pittsburgh. As they approached Bushy Run, the guard was almost wiped out by the Indians, but Byerly and six others escaped and reached the main army. That was the beginning of the Battle of Bushy Run.

## 7. Catawba Path

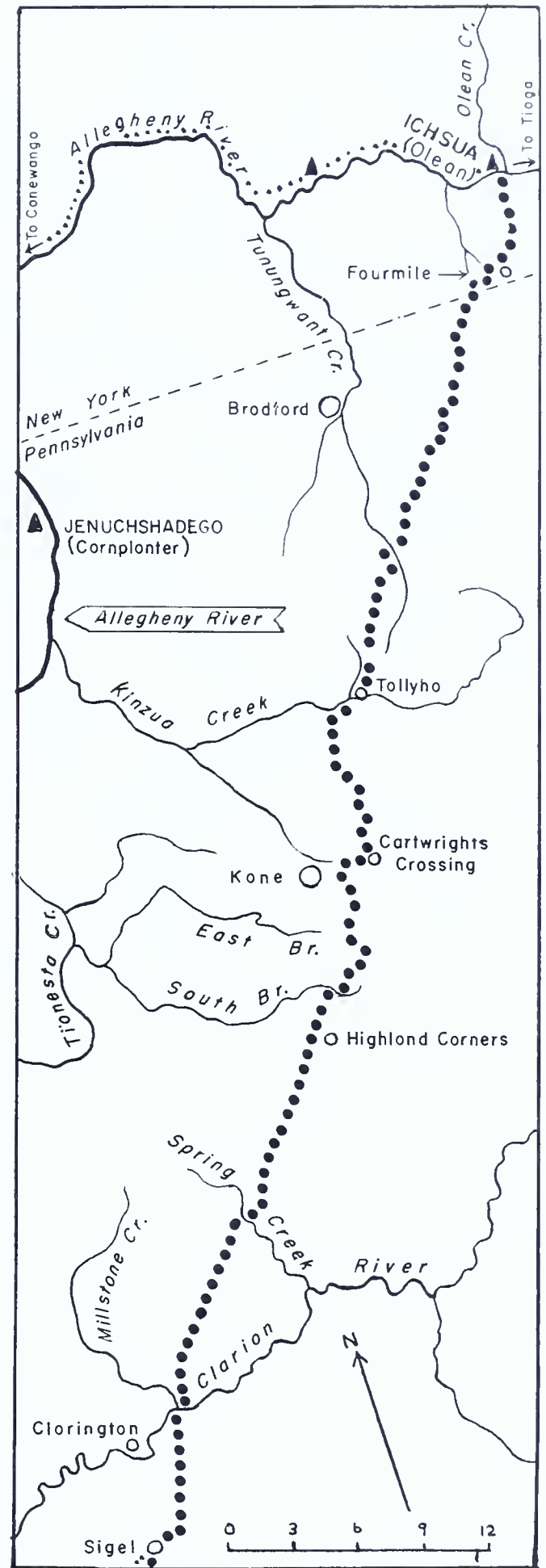
*From Olean, N. Y., to the Carolinas*

The Catawba Path, which ran from Ichsua (Olean), N. Y., on the upper Allegheny, through Indiana and Uniontown, Pa., to Morgantown, W. Va., and so on to the Carolinas, Kentucky, and Tennessee, was one of the most important Indian highways in North America. It was known by many names as it passed through Pennsylvania: the Great Catawba War Path, the Iroquois Path, the Iroquois Main Road, the Cherokee Path, the Tennessee Path. With the connections it had at each end, it extended from Canada to Florida and west into the Mississippi Valley. It was used by Iroquois agents keeping an eye on the international scene. It was used also at times by war parties of the Iroquois and of the Catawbas or Cherokees, each striking at its hereditary enemies, north or south.

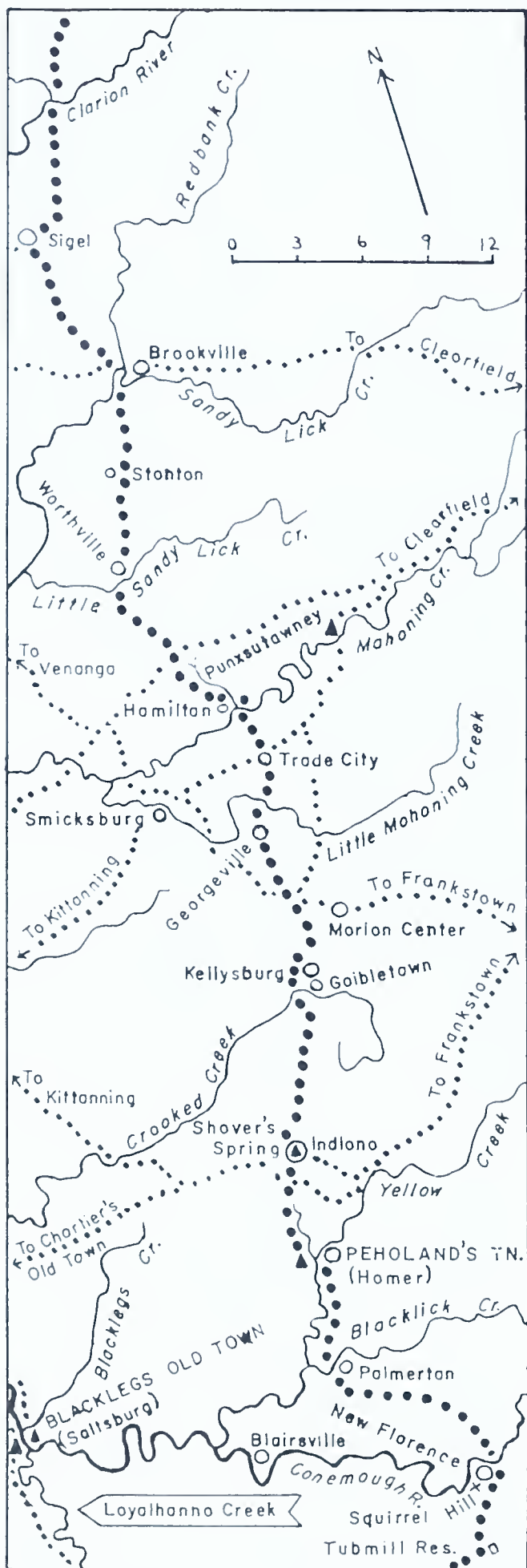
The exact course of this path is not everywhere easy to trace, because in early days it was not much used by white men. Travelers usually noted its presence only where it intersected the better-known east-west traders paths. The outline that follows is based on evidence from many sources and of different kinds: early maps, warrants and surveys, travelers' reports, local tradition, etc.

After crossing the Allegheny River at Ichsua (Olean), the Catawba Path wound a way southwest over high ridges past the present towns of Fourmile, Rock City, and Knapp Creek, into Pennsylvania. Following a course that took it about six miles east of Bradford, it crossed Kinzua Creek at Tallyho and went on to Cartwrights Crossing and East Kane. Passing near Highland Corners in Highland Township, it crossed the Clarion River at the mouth of Millstone Creek, ran south to Clear Creek, Sigel (where a branch to Kittanning turned west), and Brookville.

Fording Redbank Creek at Brookville, it continued south for a few miles (probably through Stanton and Worthville), and then veered a trifle east to cross Mahoning Creek at what is now Hamilton. Turning south again to Trade City, Georgeville, and Kellysburg, it crossed Crooked Creek at or near Gaibleton, intersected



CATAWBA PATH, NORTH



CATAWBA PATH, CENTER

the Kittanning-Frankstown Path at Shavers Spring (now McElhaney Spring near the Indiana State College campus in the town of Indiana), passed through Peholand's Town (Homer), crossed Black Lick Creek at what is now Palmerton, veered east to ford the Conemaugh River near Squirrel Hill<sup>1</sup> (at New Florence), and resumed its southwestern course. It climbed the ridge overlooking the present Tubmill Reservoir, passed the site of Old Fort Palmer (three-quarters of a mile north of Fort Palmer Presbyterian Church on *Pa. 711*), which is not to be confused with the town of Fort Palmer a mile west of the church, and came to the Indian town of Loyalhanna (Ligonier), where it intersected the Raystown Path.

Fording Loyalhanna Creek, it ran southwest by way of Pleasant Grove to Stahlstown, and changed to a full west course by present Acme and Laurelville. Keeping on the highlands that border Jacobs Creek, it went on by Prittstown to Stewart's Crossing of the Youghiogheny at the mouth of Mounts Creek in the outskirts of Connellsville. It passed through present Uniontown (approximately by way of Morgantown Street, *U. S. 119*), forded Georges Creek a mile north of Outcrop, crossed Grassy Run at Gans, and at the mouth of Grassy Run (below Point Marion) forded the Cheat River. Entering West Virginia, it proceeded along the ridge through Stewartstown to Morgantown.

The Kittanning Branch of the Catawba Path, as already noted, broke off at what is now Sigel in Eldred Township, Jefferson County. It passed through Corsica, Frogtown, and Rockville, crossed Redbank Creek near Leatherwood Station, crossed Mahoning Creek above its mouth, came to the Indian town of Mahoning on the Allegheny River south of the creek mouth, and passed on down to Kittanning.

Another branch of the path crossed the Monongahela River in Redstone Township, probably at Arensburg or East Riverside. Then, running south, it forded Dunkard Creek about two miles northeast of Mount Morris in Greene County. This branch of the Iroquois war path marked the western limit of survey authorized by the Iroquois Indians who in 1767 accompanied Mason and Dixon.

## FOR THE MOTORIST

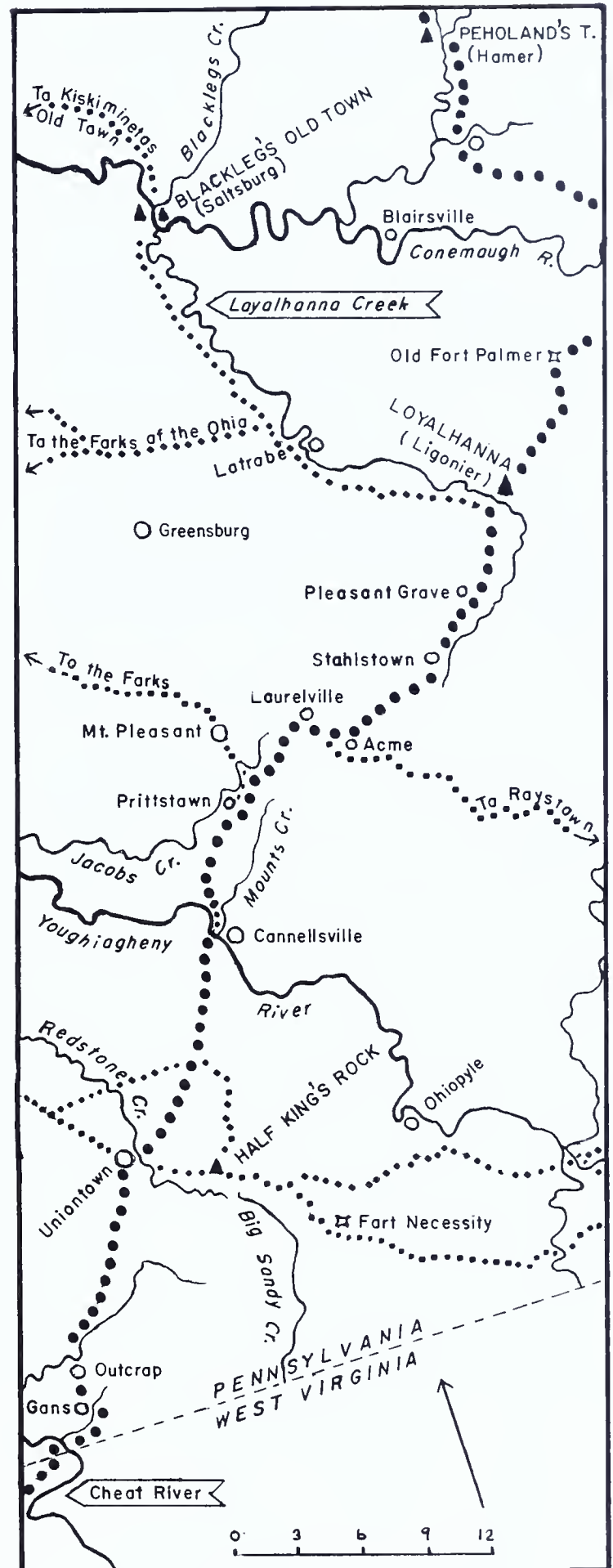
To trace the Catawba Path at all closely on modern roads is, except in a few places, impossible. But if you are content to have a general view of the mountain terrain crossed by this path, a quick and easy trip may be had by following these first directions:

(1) From Olean take *N. Y. 16A*, *Pa. 646*, and *Pa. 346* to Bradford. At Bradford take *U. S. 219* to Lantz Corners, *U. S. 6* to Kane, *Pa. 68* to Marienville, *Pa. 899* to Sigel, *Pa. 36* through Brookville to Punxsutawney, *U. S. 119* to Homer City, *Pa. 56* to Seward, *Pa. 711* to Donegal, *Pa. 31* to Laurelville, *Pa. 982* to Connellsville, and *U. S. 119* from Connellsville to the crossing of the Cheat River at Point Marion and so on to Morgantown.

(2) A closer following of the Catawba Path, frequently crossing it and occasionally tracing it exactly for a few miles, may be had on this more detailed route:

At Olean cross the Allegheny River, take *N. Y. 16A*, and follow it south over Flatiron Rock to its junction with *Pa. 646*. Follow *646* through Rew and Aiken. The road zigzags widely, but crosses the path here and there. About  $11\frac{1}{2}$  miles beyond Aiken, bear right, cross the railroad tracks, and follow them to meet *L. R. 42008*. Turn left (south) on *42008*, follow it to Lafayette, and continue south on a Forestry Road to meet *L. R. 42005*. Turn right, follow *42005* to *U. S. 219* and stay with the latter to Lantz Corners. There turn right on *U. S. 6* for East Kane.

Turn left in East Kane on a township road for the Seneca Spring, an old landmark on the Catawba Path. Follow the township road for about  $11\frac{1}{2}$  miles all told to its junction with *L. R. 42001*, which, on crossing from McKean County into Elk County becomes *L. R. 24006*. Follow it to Highland Corners, turn right on *Pa. 948* and then left on a township road running southwest to Sackett. There take the right fork, a Federal Forest Road, through Owls Nest to meet *L. R. 24002*. Follow the latter through Hallton to Belltown. There cross the Clarion River and immediately turn right (west) on *Pa. 949*. After about 3 miles, *Pa. 949* picks up the Catawba Path and follows it to Sigel. There the motorist will leave *949*, which follows the Kittanning branch.



CATAWBA PATH, SOUTH

From Sigel take *Pa. 36* through Brookville to Stanton and McGarey. About half a mile south of McGarey, fork right on *L. R. 33010* and in about a mile fork left on a township road headed for Worthville. In Worthville take *L. R. 33016*, follow it for over 4 miles, and then fork right on *L. R. 33076*. Cross *Pa. 536* and head south for Hamilton.

South of Hamilton, cross the Indiana County line, pick up *L. R. 32151*, and follow it to Trade City, where the Catawba Path intersected the Great Shamokin Path. There cross *Pa. 954* and take *Pa. 210* south to Georgeville. At Georgeville take *L. R. 32081* and follow it to its junction with *U. S. 119*. Turn right on *119* and follow it through the town of Indiana to Homer City. At Homer City turn left (east) on *Pa. 56* and follow it, first east and then south (the trail cut across this angle), to Seward on the Conemaugh River.

From New Florence, follow *Pa. 711* through Stahlstown to Donegal. There turn right on *Pa. 31* for Acme and Laurelville. From Laurelville a succession of legislative routes—*26132*, *26051*, *26054* (along beside Green Lick Run), *26176*, and *26151*—will bring you to *U. S. 119* again. Follow *119* through Connellsville, where the Youghiogheny is crossed, and Uniontown. About 11 miles south of Uniontown, leave *Pa. 119*, bear left on *L. R. 26076*, and follow it for about 2½ miles through Outcrop to Gans. There cross Grassy Run, continue south on a township road for over a mile, and turn right (southwest) for Cheat Haven on the Maryland border.

<sup>1</sup> According to Ralph Wagner of New Florence, Squirrel Hill was named after an Indian called Squirrel, who had been killed by white men on the suspicion that he had committed a murder. He was buried on top of Squirrel Hill. That this name for the hill was an early one is seen in Warrantee Survey C 160-185, dated 1771: "Situate on the old Indian path leading from Squarrel [*sic*] Hill to Ligonier. . . ."

## 8. Catawissa Path

*From Catawissa to Sunbury*

The Catawissa Path was named for the Indian town of Catawissa (Lapachpeton's Town, formerly Oskohary) situated at the mouth of Catawissa Creek and beside a ford across the Susquehanna River.

From Catawissa the path went over the hills in a southwesterly direction to Roaring Creek, which it forded. Turning west, it crossed first the South Branch of Roaring Creek and then Little Roaring Creek, and ascended a hill to what is now Union Corner. It crossed Logan Run (named for Shickellamy's lame son, James Logan, whose cabin was not far away)<sup>1</sup> to Rushtown, ran a little south of west to Kline Grove where it crossed Gravel Run, and thence followed a long ridge to the Indian town of Shamokin (Sunbury).

The Catawissa Path was sometimes used as a short cut from the Wyoming Valley (in the vicinity of Wilkes-Barre and Kingston) to Shamokin. Indian travelers from the north and west turned south off the Great Warriors Path at the crossing of Fishing Creek, forded the Susquehanna at the mouth of Catawissa Creek, and so entered the Catawissa Path.

It was used also by settlers entering this area from the east: a Presbyterian migration into

Rush Township and a Methodist migration into the Augusta area south of Kline Grove.<sup>2</sup>

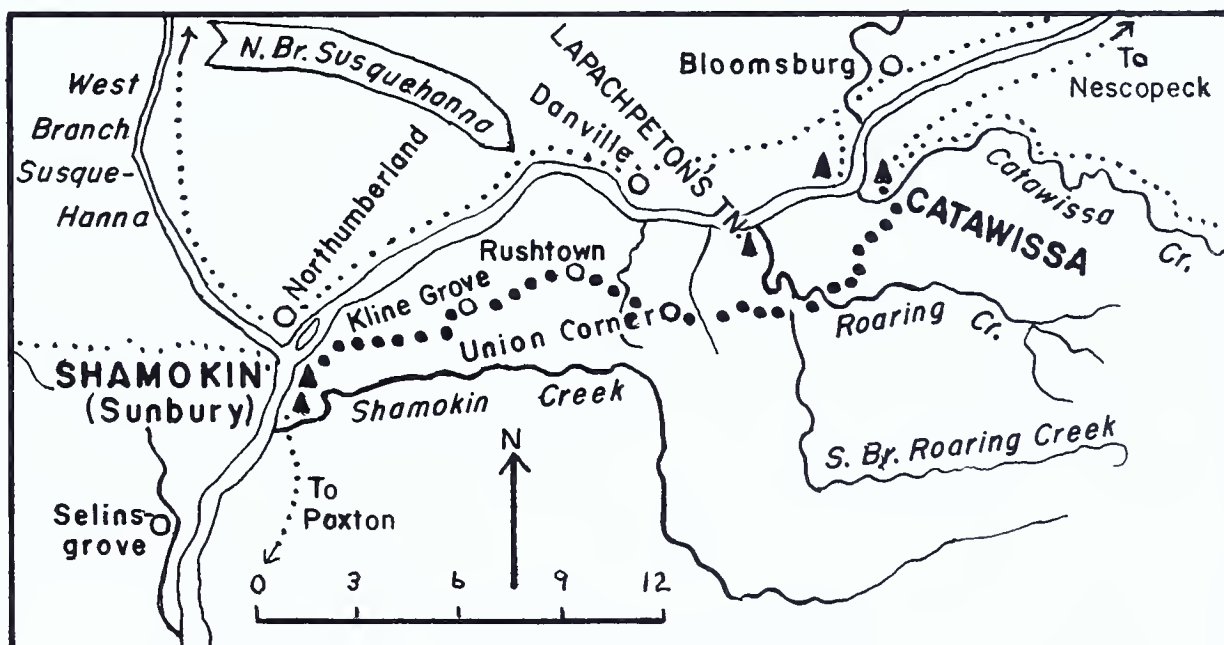
### FOR THE MOTORIST

From Catawissa take *Pa. 42* south across Catawissa Creek. About  $\frac{1}{4}$  mile beyond the creek, two roads fan out to the west. Take the second and follow it for over  $1\frac{1}{2}$  miles to its junction with *L. R. 19012*. Follow *19012* south to *Pa. 242*. Turn right on *242* and follow it west until, in less than 2 miles, it turns sharply south. There leave it and zigzag your way west as best you can over passable but criss-cross roads for about 3 miles to Union Corner.

At Union Corner take a township road west to *L. R. 49045*, and follow the latter north across Logan Run (the bridge is about where the Catawissa Path probably crossed it) to Rushtown. From Rushtown take *L. R. 49040*, which for about 5 miles is never far from the path. Near Kline Grove turn left (south) on *L. R. 49041* and follow it to Sunbury.

<sup>1</sup> Northumberland County Warrants, B-96 (June 8, 1773), Bureau of Land Records, Harrisburg: To George Ballard, "situate on the East side of the North East Branch of Susquehanna about 3 or 4 Miles back of where James Logan now lives and about 12 or 14 Miles from Sunbury. . . ." According to Dr. G. Paul Moser of Bloomsburg, who owns a farm south of Danville, Logan's cabin stood beside the Susquehanna about half a mile west of the mouth of Logan's Run.

<sup>2</sup> Charles G. Mettler, "The Catawissa Trail," Northumberland County Historical Society, *Proceedings*, XXIII (1960), 25.



CATAWISSA PATH

## 9. Catfish Path

*From Washington, Pa., to Pittsburgh*

The Catfish Path was named for an influential Delaware Indian, Catfish (Tingooocque). Formerly from Kuskusky, he had by 1769 or earlier established a camp at present Washington.

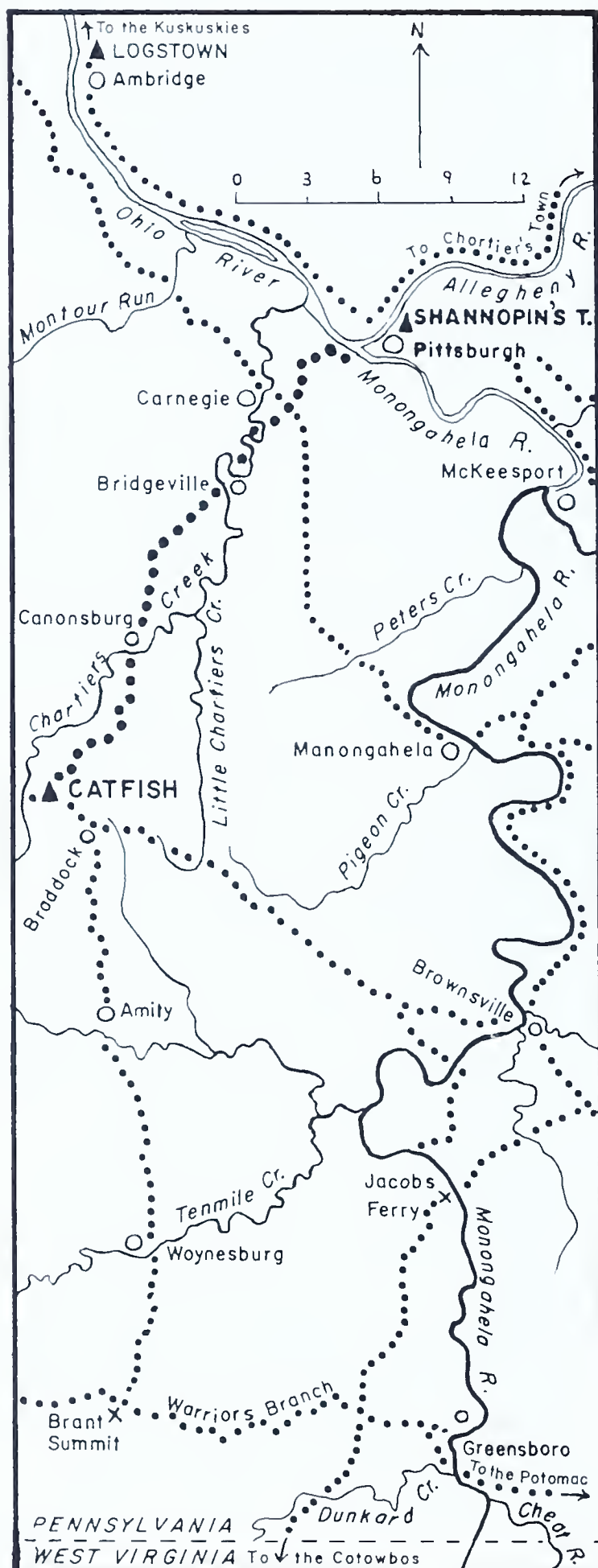
This was at an important crossroad. North from Catfish, the path led through the present Canonsburg, Bridgeville, and Carnegie to the Forks of the Ohio (Pittsburgh). South from Catfish, a path ran through present Braddock (village), Amity, Ruff Creek, and Waynesburg to meet the Warriors Branch at Brandt Summit on the border between Franklin and Wayne townships in Greene County. The Mingo Path, a western extension of Nemacolin's Path (now followed by the National Turnpike, *U. S. 40*), passed through Catfish on its way to the Ohio River.

Rev. David Jones traveled the Catfish Path in 1772 when he came east from Grave Creek and Wheeling. He wrote in his diary:<sup>1</sup> Monday, July 20, "Set out for Fort Pitt. We had a small path called Catfish's road which led through the middle of the land between Ohio and Monongahela. . . . Wednesday, July 22d, came to Fort Pitt."

### FOR THE MOTORIST

From Pittsburgh take *U. S. 22* west across the Monongahela River. Follow it for about 5 miles beyond the river to the point where *Pa. 50* turns off. Go south on *50* to Bridgeville, *Pa. 519* through Canonsburg to *U. S. 19*, and *19* to Washington. From Washington take *L. R. 62131* south through Braddock to meet *U. S. 19*. Turn right on *19* and follow it through Amity to Waynesburg.

<sup>1</sup> Wm. Hayden English, *Conquest of the Country Northwest of the River Ohio 1778-1783 and Life of George Rogers Clark* (Indianapolis, 1896), 62.



CATFISH PATH

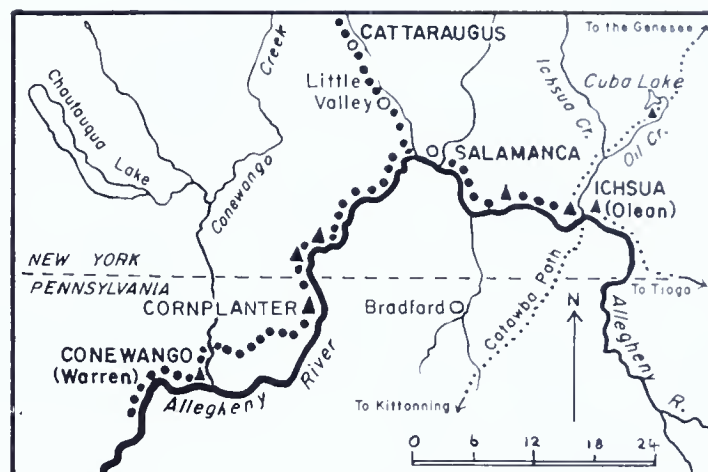
## 10. Cattaraugus Path

*From Buffalo, N. Y., to Salamanca, N. Y.*

The Cattaraugus Path ran from Buffalo Creek through Cattaraugus to Salamanca. There it made connections with several Pennsylvania paths: west to Cornplanter's Town, Conewango (Warren), and Venango (Franklin); east to Ichsua (Olean), where connections were made with the Catawba Path, the Sinnemahoning Path, and the Forbidden Path.

See letter from Jacob Taylor to Thomas Stewardson, February 3, 1807:<sup>1</sup> "Nicholas Rosegrantz some time in last m<sup>o</sup> was found Dead towards the head of the Little Valley Creek, supposed to have perished on his way from Cattaraugus, his Horse was also found Dead some distance back on the Indian path—"

It is possible that Etienne Brulé used the Cattaraugus Path in 1615 as a roundabout route to Tioga Point (Athens, Pa.) in order to escape observation by the Iroquois, whom Champlain was about to attack.



CATTARAUGUS PATH

### FOR THE MOTORIST

From Buffalo, take N. Y. 18 through Cattaraugus and Little Valley to Salamanca.

<sup>1</sup> Indian Comm. Recs., Box 2, 67, American Philosophical Society.

<sup>2</sup> I. e., in December. The letter is a short journal, this item dating apparently from January 16. Note by Donald H. Kent.

## 11. Cayahaga Path

*From Franklin, Pa., to Akron, Ohio*

The Cayahaga Path was named for the Cayahaga region, which included the mouth of the Cuyahoga River (Cleveland) and several Indian settlements above it.

From Venango (Franklin) the path ran past Pymatuning Indian Town and the Salt Spring (Niles, Ohio) to Mahoning Indian Town (Newton Falls). Thence it followed the same route as the Mahoning Path (*q.v.*) to Cayahaga and on to Lower Sandusky and Detroit.

There may have been several ways of getting from the Salt Spring to Venango. Thomas Hutchins<sup>1</sup> described a path running about nineteen miles from the Salt Spring to Shenango Indian Town (in the vicinity of West Middlesex) and from there six miles to "the partings of the Venango Road." Three more miles brought the one fork to Pymatuning Town. The other no doubt ran directly to Venango.

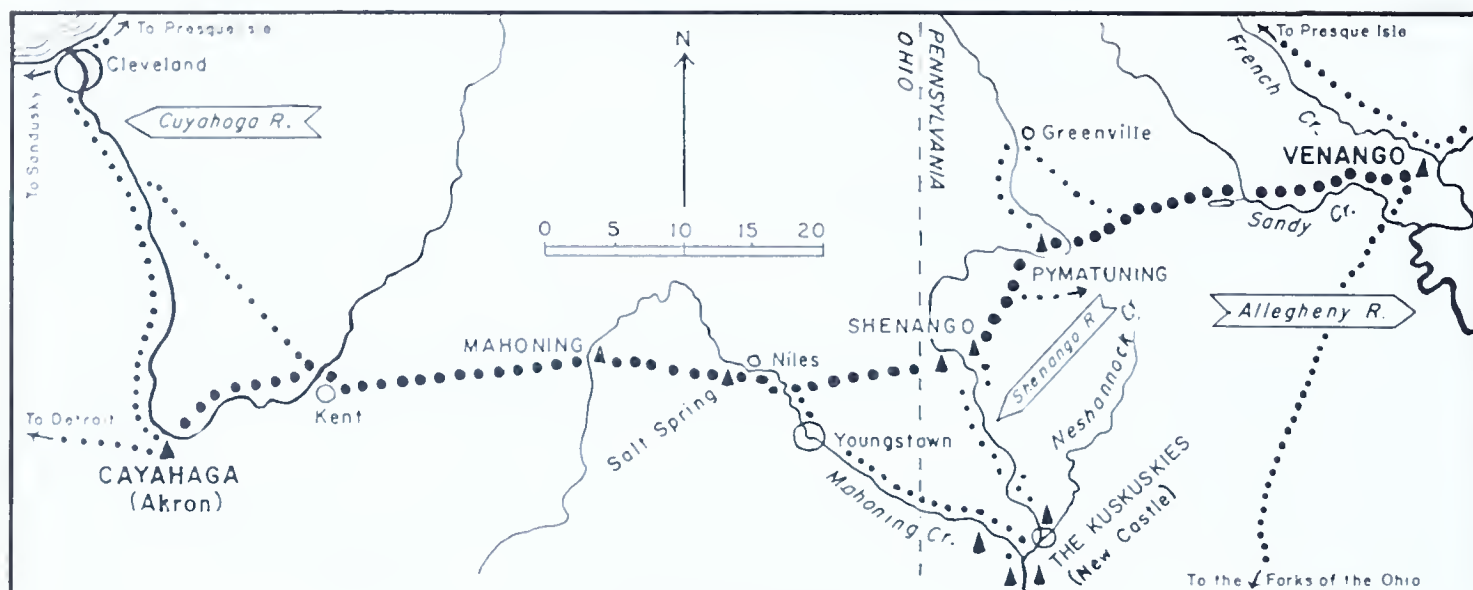
John Heckewelder,<sup>2</sup> in his Map of the Ohio Country, showed the path as taking a more direct course from the Salt Spring to an unnamed Indian town on the "Shenango Branch" and thence to Venango. None of these routes has been identified in close detail.

Cayahaga was at one time an important Wyandot and Delaware center. In 1774 Wyandot chiefs from Cayahaga visited the Moravian settlement on the Tuscarawas River. Cayahaga was represented in 1777 at the Delawares' Great Council at Coshocton.

The name Cayahaga Path was sometimes given to a section of the Mahoning Path (*q.v.*) from the Kuskuskies (New Castle and vicinity) to Cayahaga.

### FOR THE MOTORIST

From Franklin take U. S. 62 west to the town of Sandy Lake. From there follow Pa. 358 for



CAYAHAGA PATH

nearly a mile west, and then leave it for a township road continuing along the north shore of Sandy Lake. There is no single road running from the west end of Sandy Lake to the site of the Indian town of Pymatuning; but, if the motorist alter rounding the end of the lake heads for Fairview, Fredonia, Big Bend, and Clark, he will not pass far from Pymatuning, which is now flooded by the Shenango Reservoir about 11½ miles west of Big Bend.

From Clark take *Pa. 18* south to West Middlesex. Turn right on *Pa. 318* and follow it to the Ohio line and *Ohio 304*. Follow this to Girard

and go on to pick up the course of the Indian path at Niles. From Niles go west on unimproved roads through Lordstown and Newton Falls to meet *Ohio 5*. Follow this last through Kent to Akron.

<sup>1</sup>A diagrammatic representation of this path as far west as the Salt Spring is in the Hutchins Papers, I, 45, Historical Society of Pennsylvania. Connections are shown with Kuskusksies by way of the valley of the Shenango River. The mileages in Hutchins' itinerary (*ibid.*), which is printed in Charles Hanna's *The Wilderness Trail* (N. Y., 1911), indicate a crossing of the Shenango River at present Greenville. His map, on the other hand, shows a regular crossing just east of Pymatuning Indian Town.

<sup>2</sup>Paul A. W. Wallace, *Thirty Thousand Miles with John Heckewelder* (Pittsburgh, 1958), end map.

## 12. Chillisquaque Path

*From Northumberland to Comly*

Only a few miles long, the Chillisquaque Path ran from the town of Northumberland over Montour Ridge to the County Line Branch of Chillisquaque Creek in the vicinity of Comly.

Evidence for this path is found in local tradition and in the presence of a very early road, as shown on Reading Howell's map of Pennsylvania, 1792. That this highway had long been a familiar landmark is seen in the fact that on Melish's map of Pennsylvania, 1822, it is shown as marking the boundary between Northumberland and Columbia counties. It now marks the boundary between Northumberland and Mon-

tour counties. A modern highway, following the same course, joins what used to be the Muncy-Mahoning Path near the village of Comly in Anthony Township, Montour County.

Charles Fisher Snyder of Sunbury, in his excellent catalogue of local Indian paths, calls this "The Hunter's Path," notes that it was referred to in early records as the "Strawbridge Road," and adds: "Nothing of importance is associated with this path, as far as I can learn, except that by horse, or afoot, it was a short cut into that region lying between the forks of the North and West branches of the Susquehanna."<sup>1</sup>

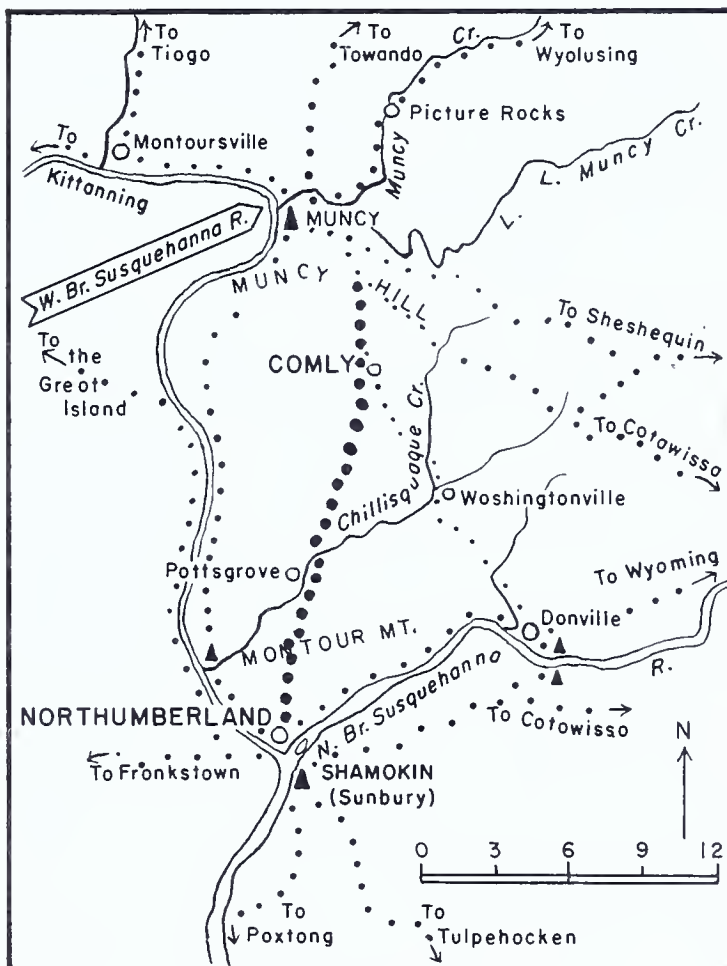
The name Chillisquaque Path was also used for the Muncy-Mahoning Path, which crossed the valley of Chillisquaque Creek in the vicinity of

Washingtonville, north of Danville, Montour County.

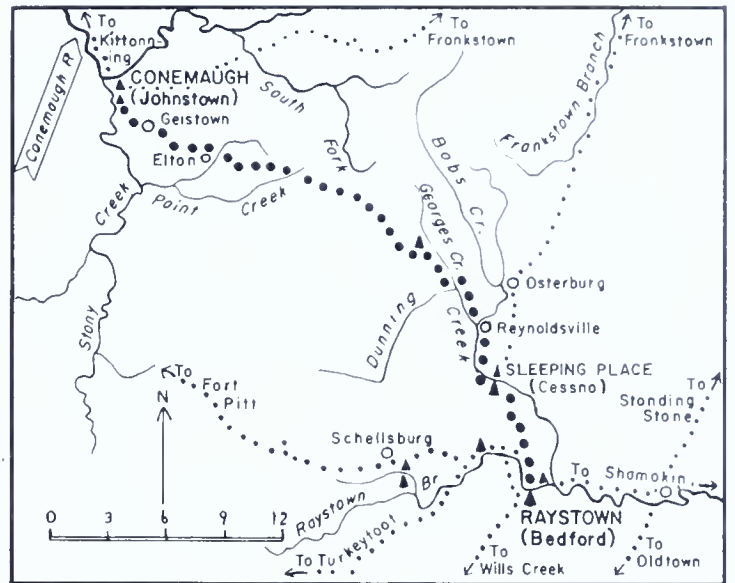
### FOR THE MOTORIST

From Northumberland (opposite Sunbury) follow L. R. 49051 north over Montour Mountain. As the road approaches Chillisquaque Creek, it breaks off and you must make a half-mile detour to the east. Bearing left as soon as possible, you will in another mile or so cross the creek and immediately turn north. After crossing Limestone Ridge, continue in a north-north-east direction along the county line to Schuyler and north again to Comly.

<sup>1</sup>"The Great Shamokin Path and Other Indian Trails Which Radiated from the Forks of the Susquehanna," Northumberland County Historical Society, *Proceedings*, XIV (1944), 33-34.



CHILLISQUAQUE PATH



CONEMAUGH PATH

## 13. Conemaugh Path

*From Bedford to Johnstown*

The Conemaugh Path was named for the Delaware Indian town of Conemaugh, sometimes known as Kickey Husten's Town, situated at the junction of the Conemaugh River with Stony Creek.

From Raystown the path ran north on the east side of the Juniata. Passing Cessna and Reynoldsburg (at the Big Fork of Dunning Creek), it surmounted the Allegheny Front by approximately the same route as that taken by the old road described below. Then it ran through present Elton and Geistown to Conemaugh (Johnstown).

See also the *Frankstown-Conemaugh Path*.

### FOR THE MOTORIST

For a quick view of the mountain problem the Indian path had before it, take U. S. 220 north from Bedford to the outskirts of Cessna, fork left on Pa. 56, and follow it to Johnstown. This modern highway, however, avoiding the steep grades by which the Conemaugh Path ascended the mountain, takes instead a roundabout course, longer by several miles, through Windber.

There is an old road that follows the Indian path more closely. It is still passable in dry weather. To follow it, cross Dunning Creek at Cessna, turn left, and take L. R. 05060 to Reyn-

oldsdale. There turn left on *L. R. 222A* and follow it for about  $3\frac{1}{4}$  mile. Then bear right (north-west) on a township road that runs along the bank of Georges Creek. In about  $1\frac{1}{2}$  miles this road begins to climb a hogback coming down off the Allegheny Mountain which provides a steady, dry ascent for about 6 miles to the summit at an elevation of 2711 feet. Continuing north to Elton, the motorist will there turn left on *L. R. 11009* and follow it through Geistown and Dale to Johnstown.

## Conestoga Path

The name, Conestoga Path, was often given to two Indian paths which met at the Indian settlement of Conestoga, near Washington Boro in Lancaster County. One was the Great Minquas Path (*q.v.*), which came from Philadelphia by way of the Gap and Strasburg. The other was the Monocacy Path (*q.v.*), which came from the Monocacy Valley by way of Frederick, Md., and York, Pa. Both paths were much used by early settlers and traders moving west or returning to the east.

See William B. Marye, "The Old Indian Road," *Maryland Historical Magazine*, XV, 364, 381-82. See also Anna Dill Gamble, "Indians of the Lower Susquehanna in the Conewago Triangle," pages 20-21; manuscript in the Historical Society of York County.

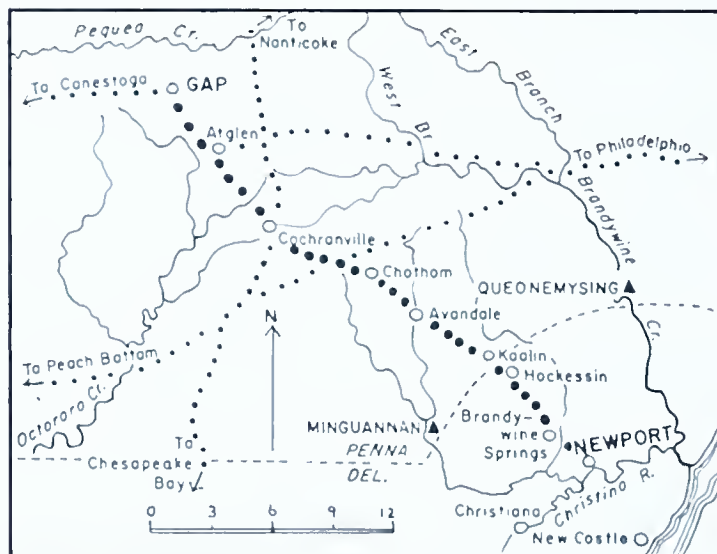
## 14. Conestoga-Newport Path

*From Washington Boro to Newport, Del.*

According to tradition, this path followed the Great Minquas Path from Indian settlements at Conestoga, near Washington Boro, to Gap. Thence it took a southeasterly course now followed by the Gap and Newport Turnpike; through Cochranville, Chatham, Avondale, Kaolin, Hockessin, and Brandywine Springs, to Christina Creek at Newport:

## FOR THE MOTORIST

From Columbia take *Pa. 441* to Washington Boro. There take *L. R. 36008* and follow it through Cresswell, Letort, and Slackwater (the old path taking a short cut between these two points) and on to a junction with *U. S. 222*. Follow 222 east for about  $1\frac{1}{2}$  miles and then continue east on *Pa. 741* through Lampeter and Strasburg to Gap. From Gap *Pa. 41* will take you south through Atglen to Hockessin and Newport.



CONESTOGA-NEWPORT PATH

## 15. Conewago Path

*From Manada Gap to Conewago Creek*

There is a tradition that an Indian path, known as the Conewago Path, ran from Manada Gap (northeast of Harrisburg) south to the headwaters of Conewago Creek. It is said to have passed James Galbraith's plantation (Hershey) and the spring beside which Derry Presbyterian Church (organized in 1721) now stands.

The same name is also sometimes given to the Conoy Path (*q.v.*).

## 16. Conneaut Path

*From Conneaut, Ohio, to Meadville, Pa.*

There were several ways of getting from the Indian village of Conneaut near Lake Erie to French Creek. The most direct one was by way of Albion and Harmonsburg. A map of the northern portion of the Porter-McClellan survey of Pennsylvania's western boundary in 1786<sup>1</sup> shows an Indian path crossing the line a mile and five-eighths south of Lake Erie. This was no doubt the path that ran from old Conneaut to present Albion and thence south along an easy ridge to the vicinity of Harmonsburg (north of Conneaut Lake), where it came into the Cussewago Path from Sandusky.

It was probably by communication over this path that the settlers around Meadville, as General David Mead wrote, "kept up a friendly intercourse . . . with the Indian Village at the mouth of big Coniott Creek on Lake Erie. . . ."<sup>2</sup> This may have been the route taken by the Indian war party that in 1791 captured Cornelius Van Horn and Thomas Ray. On the other hand according to a tradition in the Van Horn family the prisoners were taken "towards Conneaut" by way of Conneaut Lake Outlet (now the town of Conneaut Lake) which was *south* of the lake. Cornelius Van Horn escaped from the camp at Conneaut Lake and recrossed the Outlet.<sup>3</sup>

There is some evidence that a branch of this path left it at Albion and took a southeasterly direction to Crossingville, which is said to owe its name to an old Indian path that forded Cussewago Creek here and went on to French Creek opposite Saegerstown.

This whole region was so plagued with marshes that some travelers preferred to take a more roundabout route between Cussewago (Meadville) and Conneaut. When in May and June, 1794, Jacob Eyerly<sup>4</sup> and a party of Moravians went from Meadville to Conneaut in order to view their land on Lake Erie, they avoided the direct path and took instead the well-beaten Venango Path to Presque Isle and from there the Lake Shore Path to Conneaut. The fact that they had with them a pack horse loaded with supplies may explain why they avoided the soft ground of the Conneaut Path.

### FOR THE MOTORIST

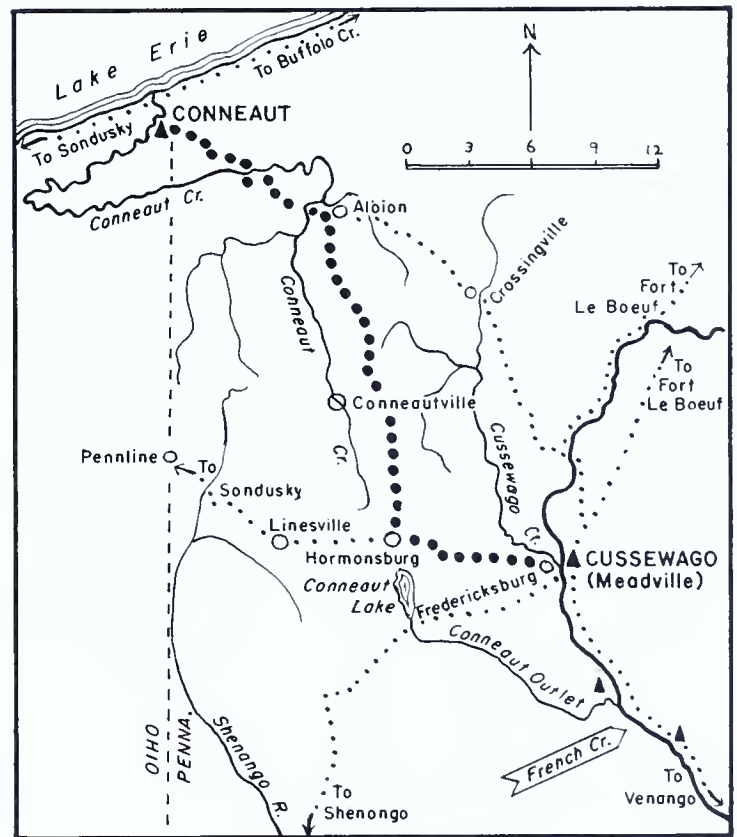
No modern roads follow this path or its variants with any exactitude. But a fair view may be had of its terrain if you take *U. S. 20* east from Conneaut and, about 1¼ miles past the Pennsylvania line, veer right for West Springfield. From West Springfield bear right on *U. S. 6 N* and follow it through Cherry Hill and Runyons Corners to Albion. There turn right (south) on *Pa. 18* and follow it through Springboro and Conneautville to Harmonsburg. Turn left (east) on *L. R. 20046* and follow it through Beatty Corners to its junction with *Pa. 102*. Follow *102* through Fredericksburg and across French Creek into Meadville.

<sup>1</sup> Division of Public Records, Pennsylvania Historical and Museum Commission, Harrisburg.

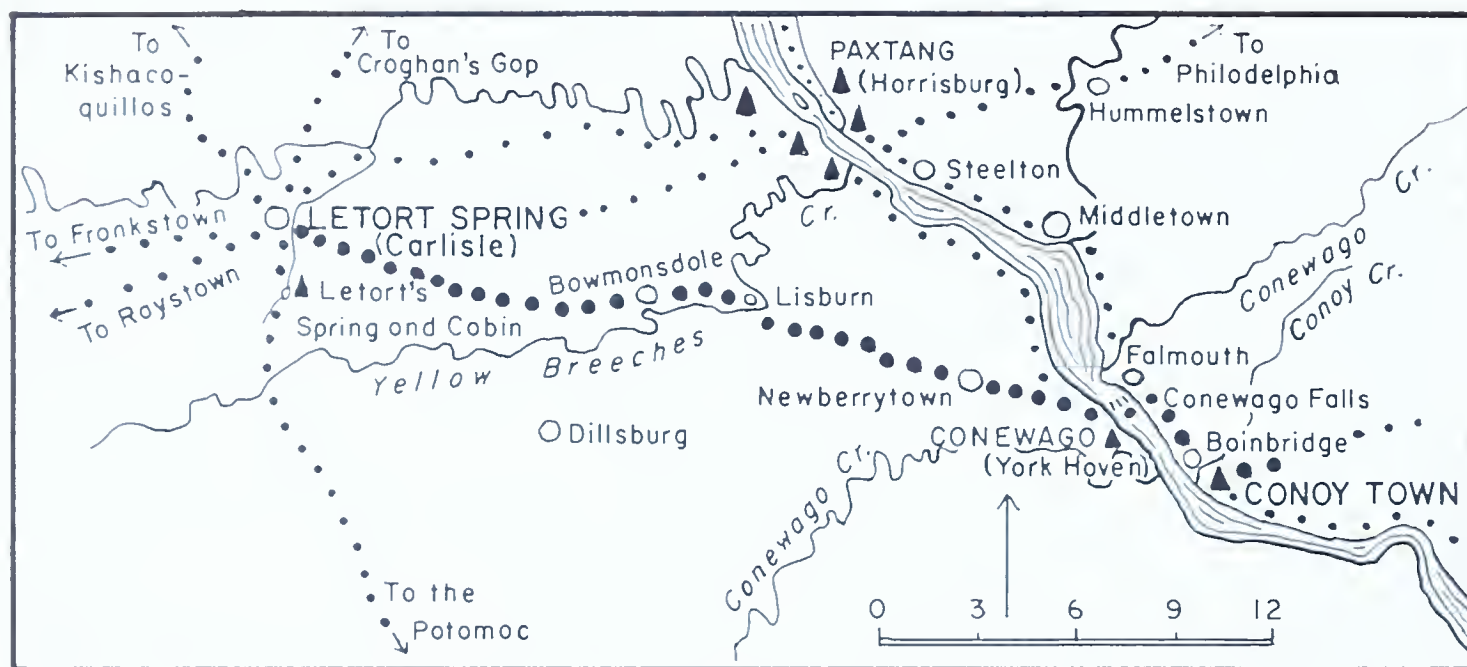
<sup>2</sup> John Earle Reynolds, *In French Creek Valley* (Meadville, 1938), 32.

<sup>3</sup> The full story of the capture and escape of Cornelius Van Horn is told in the *History of Crawford County* (Chicago, 1885), 182 ff. See also W. J. McKnight, *Pioneer Outline History of Northwestern Pennsylvania* (Philadelphia, 1905), 463.

<sup>4</sup> Paul A. W. Wallace, ed., "Jacob Eyerly's Journal, 1794," *Western Pennsylvania Historical Magazine*, XIV, No. 1 (March, 1962), 5-23.



CONNEAUT PATH



CONOY PATH

## 17. Conoy Path

*From Bainbridge to Carlisle*

The Conoy Path was named for a band of Conoy Indians who lived from about 1718 to 1743<sup>1</sup> at Conoy Town at the mouth of Conoy Creek. Peter Bezaillon, Indian trader, was granted seven hundred acres of land here in 1719. His trading post at Conoy Town (Bainbridge) became the western terminus of his pack trail, Old Peter's Road.

From Conoy Town the path ran up the east bank of the Susquehanna to a ford below Conewago Falls. After crossing the river to York Haven, the path ran west through what is now Newberrytown to Yellow Breeches Creek, which it forded about half a mile west of the turn in the creek at Lisburn. Proceeding *via* present Bowmansdale and Salem Church, it came to Letort's Spring (Carlisle). There it joined the Allegheny Path from Paxtang (Harris's Ferry) and followed it to the Forks of the Ohio (Pittsburgh).

It was sometimes called the Conewago Path because it forded the Susquehanna at Conewago Falls (*Conewago* meaning "at the rapids") opposite the mouth of Conewago Creek.

### FOR THE MOTORIST

Since there is no bridge over the Susquehanna anywhere near Conoy Town, it will be well to enter the path on the west side of the river at York Haven. There take *Pa. 24* and follow it through Newberrytown to a junction with *Pa. 114* about a mile beyond Navoo. Go left on *114* through Lisburn to Bowmansdale. From there continue westward on *L. R. 21013* past Salem Church, and make as straight a course as you can over these criss-cross modern roads to Carlisle.

<sup>1</sup> Charles A. Hanna, *The Wilderness Trail* (New York, 1911), I, 151, 170; *Pennsylvania Colonial Records* (Harrisburg, 1851), IV, 657. Beside the road a little east of Conoy Creek, a bronze marker has been erected by the Lancaster County Historical Society.

## 18. Cornplanter's Path

*From Cornplanter's Town to Warren*

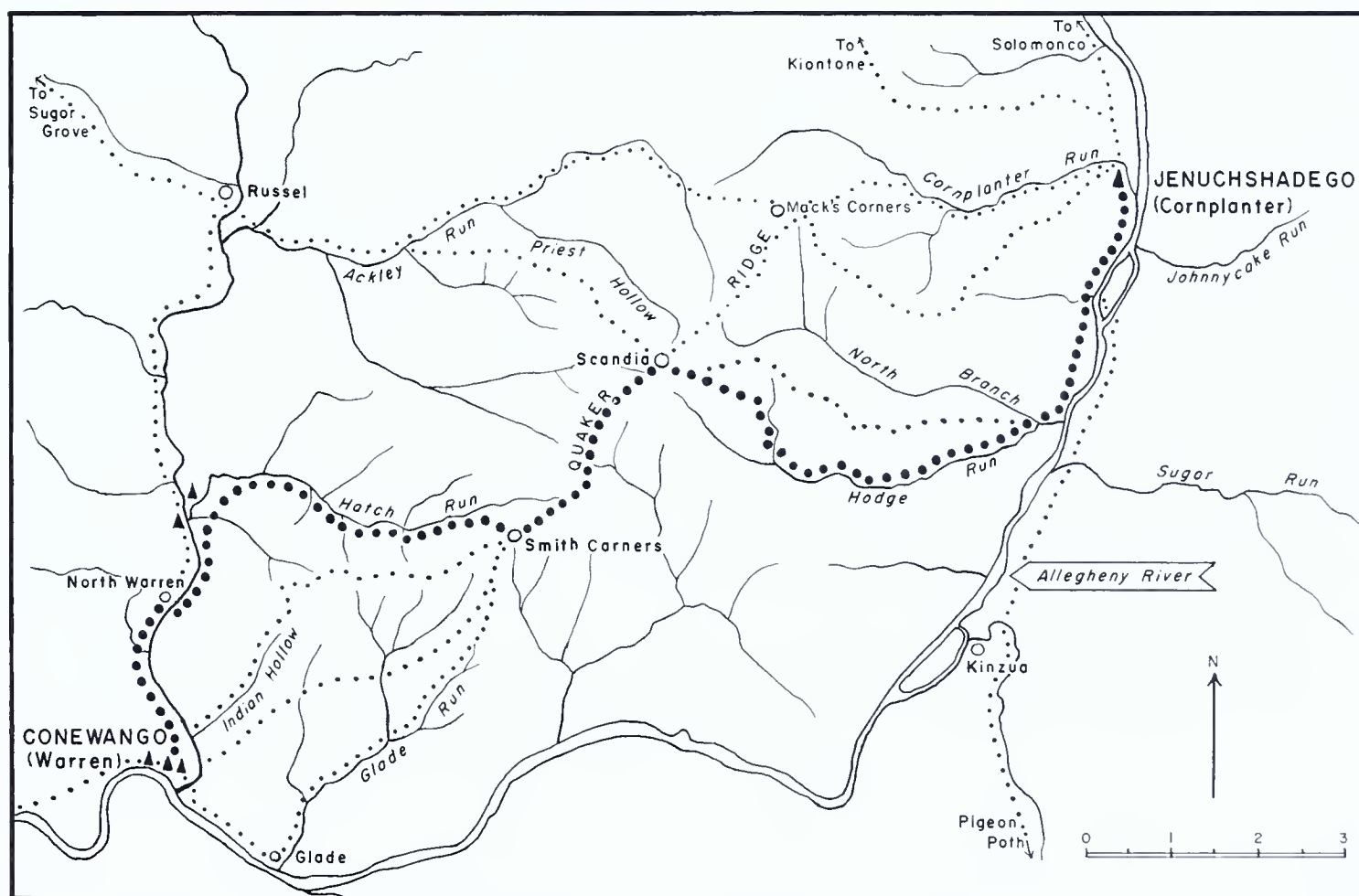
Between Cornplanter's Town (Jenuchshadego or Burnt House) on the Upper Allegheny and Conewango (Warren) at the mouth of Conewango Creek, there were many paths. Merle H. Deardorff of Warren has informed the present writer: "I know of seven early ways the Indians used to get overland between the River about Cornplanter and the River-Creek about Warren. . . . There were probably dozens of paths."<sup>1</sup>

The path most frequently used, according to Mr. Deardorff, ran from Cornplanter's Town down the Allegheny River to the mouth of Hodge Run. Following Hodge Run (*Dyainhdon*, "where the road comes down") to what is now Scandia, the path turned southwest and ran along the summit of Quaker Ridge to Smith Corners. At that point the traveler had a choice of at least three routes: down Glade Run to meet the Allegheny a mile or two above Conewango

Indian Town, down Indian Hollow to a point on Conewango Creek opposite the town, or down Hatch Run by comparatively easy grades to the flats beside Conewango Creek, where at one time during the eighteenth century stood a Delaware Indian village. A little below the mouth of Hatch Run travelers forded the creek, and in about two miles came to the town of Conewango in the loop of land formed by the junction of Conewango Creek with the Allegheny River.

There was also a feasible route up the hog-back from the mouth of Cornplanter Run, keeping south of the run, to Mack's Corners.

It is not unlikely that Daniel Brodhead, when in August, 1779, he led his army from Conewango to Jenuchshadego (which had received its name, Burnt House, *before* Brodhead surprised and burned it), he took the route by Hatch Run, Smith Corners, and Hodge Run. On the other



CORNPLANTER'S PATH

hand, T. A. McKerren of Salamanca, N. Y., writes, "Brodhead's Army is said to have followed Conewango Creek to where now stands Russell, Pa., and gone 'over the hill' into Cornplanter village. . . ."

On May 17, 1798, a party of six Quakers traveling from Conewango to Cornplanter's Town took the Hatch Run path, traversing what Joshua Sharpless described in his diary as "a rough mountainous country."

For a detailed description of this part of the Seneca country, see William N. Fenton's "Place Names and Related Activities of the Cornplanter Senecas," *Pennsylvania Archaeologist*, XVI, No. 2 (April, 1946), pages 42-58.

#### FOR THE MOTORIST

The best way to approach the site of Cornplanter's Town (now under the waters of the Kinzua Dam) is from Warren. Take *U. S. 6* east across Conewango Creek and turn immediately left (north) on *L. R. 61034*. Follow this road along the creek for about 4 miles. Turn right on *L. R. 61049*, which follows Hatch Run to its head and there meets *L. R. 61037* on Quaker Ridge. Turn left on *61037* and follow it to Scandia and (in another  $2\frac{1}{4}$  miles) Mack's Corners. You are now at the head of Cornplanter Run, looking down toward the site of Cornplanter's Town and the sacred spring beside which Handsome Lake, the Iroquois prophet, received his visions.

<sup>1</sup> Letter to the present writer, August 24, 1954.

## 19. Cornplanter-Venango Path

*From Cornplanter's Town to Franklin*

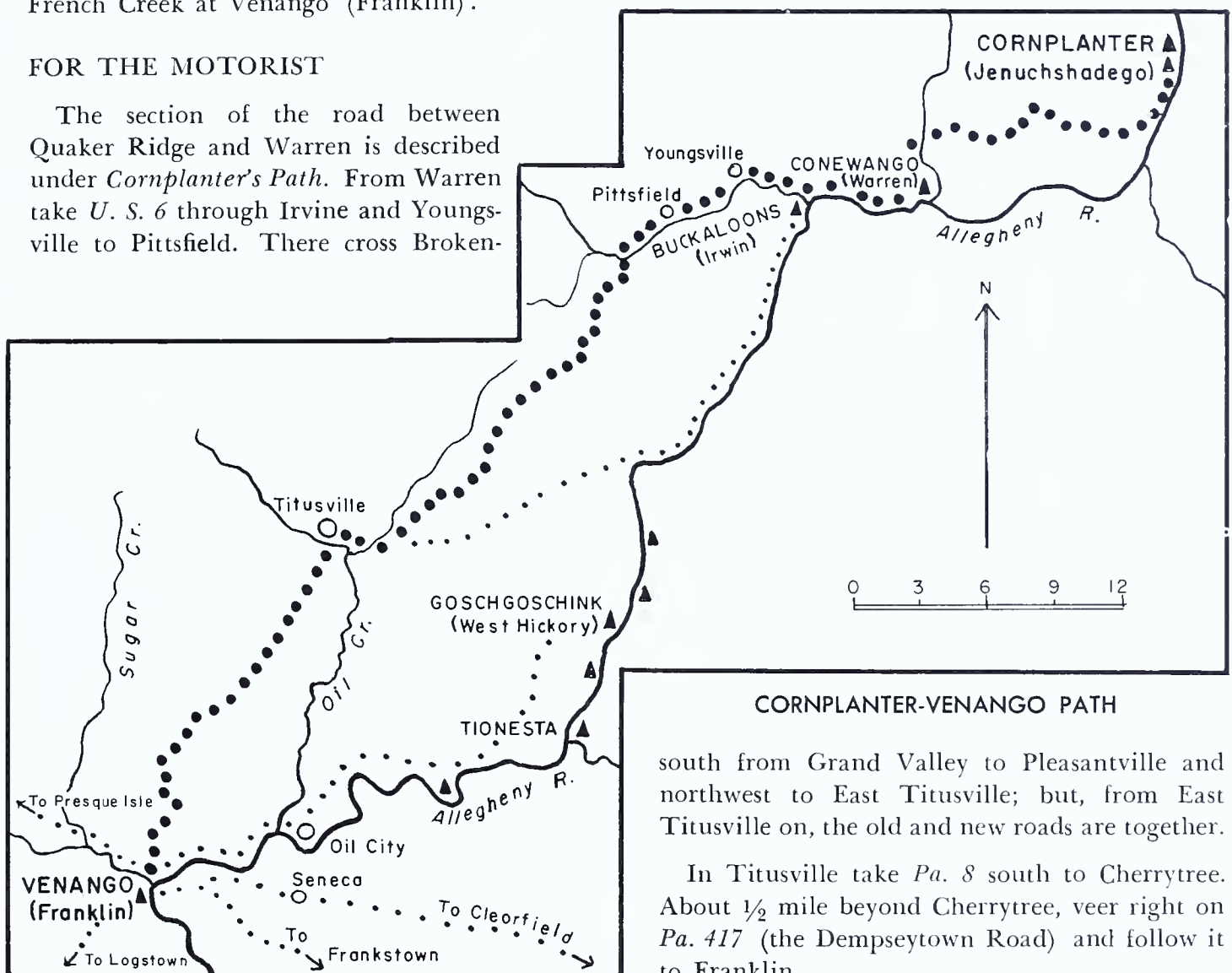
For the first section of this path (crossing the mountain to Warren), see *Cornplanter's Path*. From Warren the Cornplanter-Venango Path ran down the north bank of the Allegheny River to Buckaloons (Irvine). Thence it followed the north bank of Brokenstraw Creek past Youngsville and Pittsfield. About two or three miles beyond Pittsfield it turned southwest, crossed Brokenstraw Creek, and followed a ridge to the oil spring (now Drake Well Park) near Titusville. Another ridge carried it to the crossing of French Creek at Venango (Franklin).

straw creek and take L. R. 61043 west for 2½ miles along the south bank. Turn left (south) on L. R. 61010, and follow it for about 4 miles. Then cross L. R. 61011 and continue on a township road for another 2½ miles. Here this road ends. Turn right (north) on Pa. 127. In a little over a mile, turn left (southwest) on Pa. 27 and stay with it to Titusville.

The old path saved time by cutting across the base of the triangle made by Pa. 27 in passing

### FOR THE MOTORIST

The section of the road between Quaker Ridge and Warren is described under *Cornplanter's Path*. From Warren take U. S. 6 through Irvine and Youngsville to Pittsfield. There cross Broken-



## 20. Culbertson's Path

*From Duboistown to Allenwood*

Culbertson's Path was named for Andrew Culbertson, who settled on the south side of the West Branch of the Susquehanna opposite the mouth of Lycoming Creek. This was an important extension of the Sheshequin Indian Path, making connections with the Penns Creek Path, the Mahanoy Path, and the Virginia Road, all on the way to the south. It crossed the West Branch by Culbertson's Ripples to Duboistown, ran up the valley of Mosquito Creek for about a mile and a half, ascended White Deer Ridge, and came down through the valley of Spring Creek to the Susquehanna at Allenwood.

Captain James Thompson, who was captured by Indians near Lewisburg in 1781, was taken north over the Culbertson Path. The party reached the West Branch opposite Lycoming Creek, crossed the river in canoes, and "passed up the creek on the Sheshequin path, bound for Tioga Point."<sup>1</sup>

Eugene P. Bertin in "Mosquito Valley Chronicles 1750-1950,"<sup>2</sup> described the path as "following Mosquito Creek. . . . This trail later became the main road through the Valley. . . ." Its course through Armstrong Township, Lycoming County, is shown on page 102 of his article. Charles Fisher Snyder, in "The Great Shamokin Path,"<sup>3</sup> reproduces J. H. McMinn's "Sketch Map" of the West Branch Valley showing Culbertson's Path.

### FOR THE MOTORIST

No modern highway crosses North White Deer Ridge where Culbertson's Path crossed it. But the problem the old path surmounted will be understood if the motorist takes either one of the following two ways over the mountain:

1. Cross the bridge to South Williamsport and take *Pa. 554* up Hageman Run and over the ridge. About  $2\frac{1}{2}$  miles below the crest on the south side, turn left on *L. R. 41007* and follow it for a little over a mile to its junction with *L. R. 41004*. Follow *41004* to its junction with *Pa. 44* and take *44* east to Allenwood.

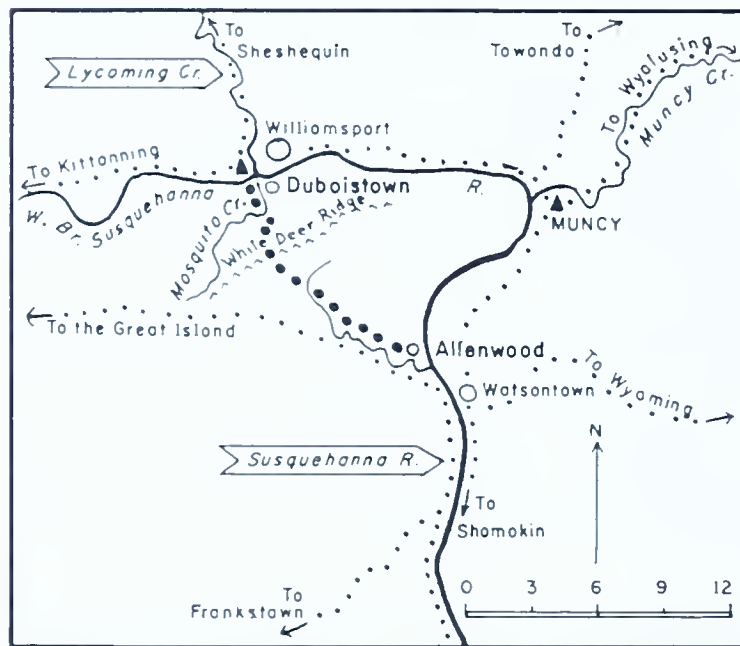
2. Cross the bridge to South Williamsport, turn right for Duboistown, and there turn left up

Mosquito Creek, following *L. R. 41015* for about 7 miles to its junction with *Pa. 654*. Follow *654* south for 2 miles to meet *Pa. 44*. Turn left (east) on *44* and follow it over the ridge and down the valley of Spring Creek into Allenwood.

<sup>1</sup> J. F. Meginess, *Oztinachson* (Williamsport, 1889), 632.

<sup>2</sup> *Now and Then*, XIII, No. 5 (April, 1962), 99.

<sup>3</sup> Northumberland County Historical Society, *Proceedings*, XIV (1944), 8-9.



CULBERTSON'S PATH

## Cumberland Path

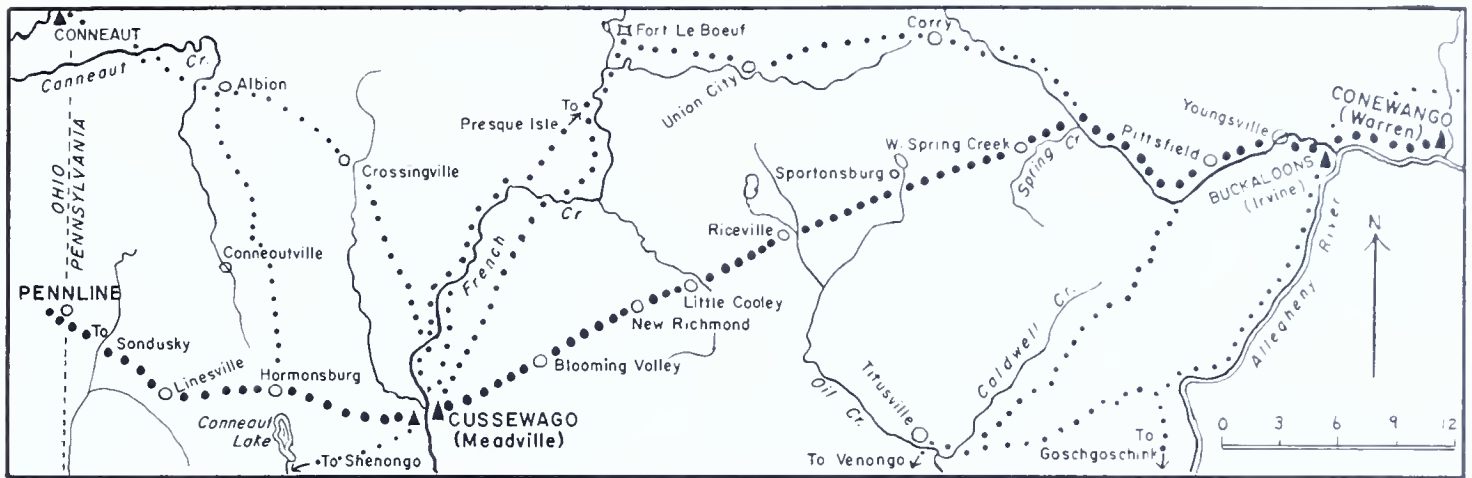
CUMBERLAND ROAD

The name Cumberland Path was used of several highways radiating from Cumberland, Md. The best known of these was Nemacolin's Path (*q.v.*), which ran from Will's Creek (Cumberland) to Redstone (Brownsville). After Fort Cumberland had been established at Will's Creek, Nemacolin's Path became known over most of its course as the Cumberland Road or Braddock's Road. It is now the National Pike, *U. S. 40*.

The name Cumberland Path was also used of that section of the Warriors Path (*q.v.*) which ran from Raystown (Bedford) to Will's Creek.

The name was sometimes given to "the old Pack Horse path,"<sup>1</sup> i.e., the Hays Mill Path (*q.v.*) between Fort Cumberland and the Glades of Stony Creek.

<sup>1</sup> Bedford County Warrants, O-33 (to John Olinger), and Survey C 181-41, Bureau of Land Records, Harrisburg.



CUSSEWAGO PATH

## 21. Cussewago Path

*From Pennline to Meadville*

Coming east from the Sandusky and Cayahaga region, the Cussewago Path entered Pennsylvania about a mile south of the town of Pennline in Conneaut Township, Crawford County. From this point it took much the same course as that now followed by the road through Linesville (where the memory of Indians passing by is still strong in family tradition) and Harmonsburg to the Indian town of Cussewago situated on both banks of French Creek at present Fredericksburg and Meadville. East of Meadville, the path took a course later followed by the Old State Road (now Pa. 77) through Little Cooley, Riceville, and Blakeslee Corners to the mouth of Spring Creek on Brokenstraw Creek. Here it joined the Brokenstraw Path for Buckaloons, Conewango, and the upper Allegheny.

In early colonial days, this was one of two main routes (the other being the Lake Shore Path) by which communication was maintained between the Iroquois Confederacy and the western Indians.

"On the 6th of June, 1808, a delegation of thirteen Wyandots and Senecas from Sandusky River passed through Meadville, going to a council with the Seneca nation. They were bringing a friendly message from the Ohio tribes, to allay any fears of an Indian outbreak in that locality. During the summer some twenty or thirty Senecas, from their reservation on the Allegheny, went to Sandusky where a council was held with the western tribes. They passed through Meadville going and returning. . . ."<sup>1</sup>

### FOR THE MOTORIST

From Pennline take U. S. 6 to Linesville on the Pymatuning Reservoir. At the east end of town, fork left on L. R. 20046 and follow it through Harmonsburg and Beatty Corners to its junction with Pa. 102. Turn right on 102 for Fredericksburg and Meadville.

From Meadville take Pa. 77 east through Little Cooley and Riceville to Merchant Corners. There leave 77, which detours through Spartansburg, and continue east-northeast on township roads through Garreys Corners to rejoin 77 in about 4 miles. Take 77 through West Spring Creek and across Brokenstraw Creek. Follow the creek on 77, picking up Pa. 27 near Garland and U. S. 6 again at Pittsfield, to Irvine and Warren on the Allegheny River.

<sup>1</sup>*History of Crawford County, Pennsylvania* (Chicago, 1885), 152.

## David's Path

The name "David's Path" was given by the Moravian missionaries to a section of the Wyoming Path that traversed the Great Swamp south-east of Wilkes-Barre. David, one of their adherents, in 1765 piloted a body of Christian Indians on their way to establish a mission town, Friedenshütten, on the North Branch of the Susquehanna River. John Heckewelder in his *History, Manners, and Customs of the Indians . . .*, wrote in 1819, "This difficult part of the road, in the swamp, has been since called David's path, and the state road passes through it." Its course may be seen on John Melish's *Map of Pennsylvania*, 1822, from Bethlehem and the Wind Gap through Stoddartsville to Old Wyoming.

For further detail, see the *Wechquetank Path*.

## 22. Delaware River Path

*From Philadelphia to Fort Hunter, N. Y.*

A continuous path, often called the Minsi Path, ran north from the vicinity of Philadelphia by way of Bethlehem, the Wind Gap, Depuis' (five miles east of Stroudsburg), and Minisink Island (near Milford), to Matamoras, where it crossed the river to Port Jervis. On the New York side,

the Delaware River Path ran north to Cushetunk (Cochecton), Shehawken (Hancock), Cookose (Deposit), and on up the Mohawk Branch (West Branch) of the Delaware to present Stamford. From there it passed over into the valley of Schoharie Creek, which it descended to Ossernenon, the Lower Mohawk Castle,<sup>1</sup> where Fort Hunter came to be built, at the junction of that creek with the Mohawk River.

The late Frank E. Lichtenthaeler presented evidence that this may have been the route over which the Schoharie Palatines in 1723 drove their cattle while their goods were sent down the Susquehanna on rafts. "From Cookose," he wrote, "the cattle section followed down the Delaware along the beaten trail used by the Mohawks as their war path to the southeastern seaboard until 'pale face' encroachment forced them westward to the Susquehanna route."<sup>2</sup>

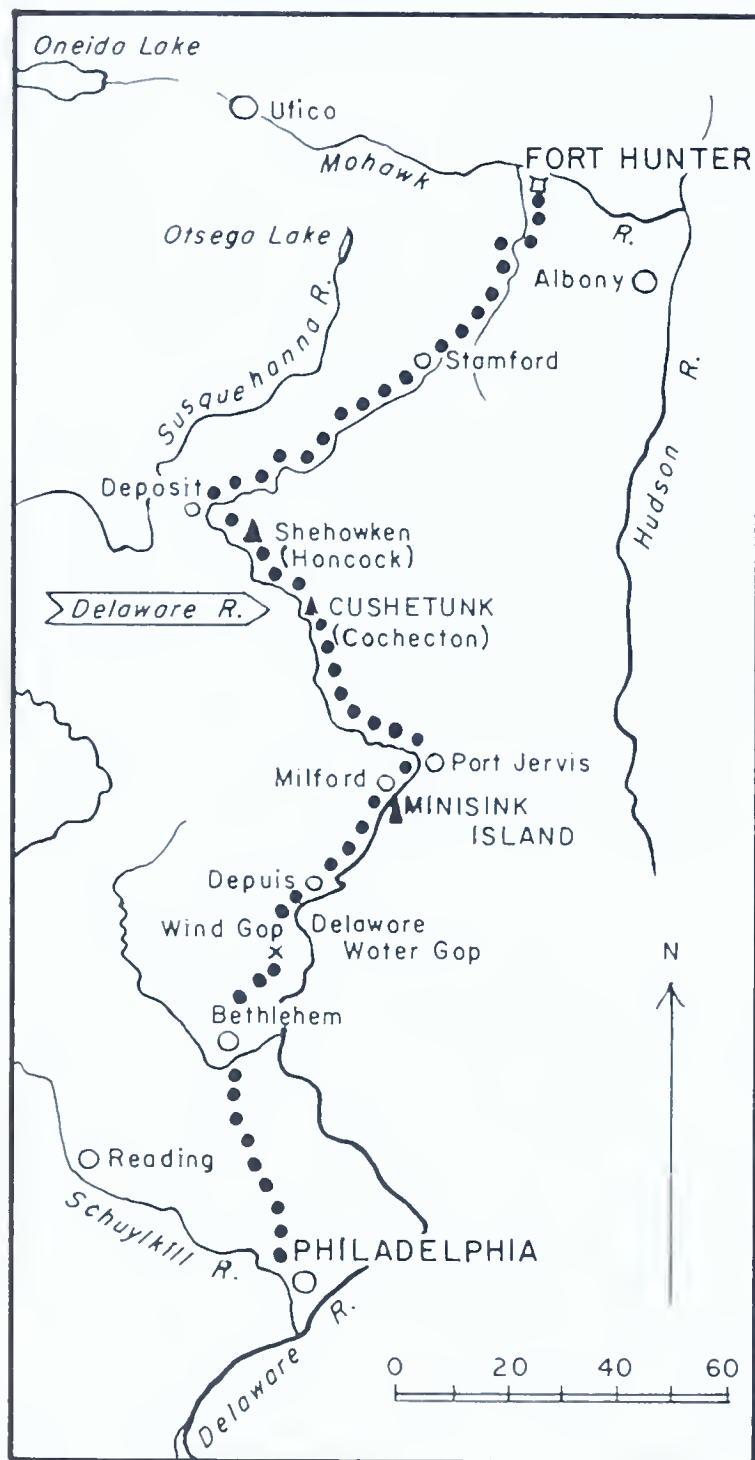
When in 1762 John Williamson traveled from Philadelphia to Cushetunk, he crossed the Delaware River (at a point about fifteen miles, as he said, above Depuis') to Wallpack. From there he apparently used the old Dutch Mine Road as far as what is now Port Jervis, and "from Keikendalls travelled in an Indian path to Cushetunk, w<sup>ch</sup> is 40 miles, a miserable rocky Country."<sup>3</sup>

See also the *Minsi Path*.

### FOR THE MOTORIST

From Bethlehem take *Pa. 12* through Nazareth, the Wind Gap, Saylorsburg, and Sciota to Snydersville. There keep right on *U. S. 209* and follow it to Stroudsburg and thence along the Delaware River through Bushkill, Egypt Mills, and Dingmans Ferry. About 5 miles beyond Dingmans Ferry, at the crossing of Raymond Kill (where the Minisink Path begins its ascent of the Poconos) is the promontory known as Indian Head overlooking the road and Minisink Island. Continue through Milford and Matamoras, and cross the Delaware River to Port Jervis, N. Y.

In Port Jervis turn left on *N. Y. 97* and follow it through Sparrow Bush, Pond Eddy, Minisink



DELAWARE RIVER PATH

Ford (opposite Lackawaxen), to Cohecton, Long Eddy, Hancock, and Deposit. At Deposit turn right (east) on N. Y. 10 and follow it up the West Branch through Walton and Delhi to Stamford. At Stamford turn right on N. Y. 23. Follow it for about 3 miles along the base of Mount Utsayantha, and then turn left for South Gilboa and Gilboa on Schoharie Creek. Turn left at Gilboa on N. Y. 30, which runs down Schoharie Creek through Middleburg (home of Pennsylvania's Conrad Weiser in his youth) to Mineville. There bear left for Fort Hunter, site of the Lower Mohawk Castle.

<sup>1</sup> William N. Fenton, "Problems Arising from the Historic Northeastern Position of the Iroquois," *Smithsonian Miscellaneous Collections*, No. 100 (Washington, D. C., 1940), 203.

<sup>2</sup> "They Drove Their Cattle Overland," *Historical Review of Berks County*, V, No. 4 (July, 1940), 118.

<sup>3</sup> *Pa. Archives*, First Series, IV, 84.

## Dunlap's Path

Nemacolin's Path was sometimes called Dunlap's Path. Dunlap was the trader after whom Dunlap Creek (which empties into the Monongahela at Brownsville) was named. His identity is uncertain. He may have been William Dunlap, who was in 1730 described as "an old Trader" and is known to have been at Allegheny in 1734. See Charles A. Hanna, *The Wilderness Trail*, II, 331.

## 23. Falls Path

*From Philadelphia through Bristol to Trenton, N. J.*

The Falls Path, named for its terminus at Sanckhican or the Falls of the Delaware, ran by way of Frankford, Holmesburg, Andalusia (there crossing Poquessing Creek, as the modern road does, just south of the mouth of Byberry Creek),<sup>1</sup> Bridgewater, Bristol, Tullytown, and the outskirts of Levittown. This became the earliest of the white man's roads in Bucks County, known as the King's Path and the King's Road.<sup>2</sup> The course it took is now followed fairly closely by U. S. 13.

East of Trenton, the path—here known as the Assanpink Path—continued through New Jersey to Newark Bay. According to Wheaton J. Lane and Thomas J. Wertenbaker in *From Indian Trail to Iron Horse*,<sup>3</sup> it "led from the Falls of the Delaware, roughly paralleling the valleys of Assanpink Creek and the Millstone River, and . . . ended near Elizabeth, where it connected with a path going up the Hudson." It "was in a considerable degree the predecessor of the modern Route 27, the former Lincoln Highway."

A branch of the Falls Path, sometimes known as the Burlington Path, crossed the Delaware at Burlington and ran east across New Jersey by way of Crosswicks Creek and Freehold to Shrewsbury and Monmouth.

William Edmunson traveled the Falls Path in about 1677. He came from the New Jersey side "by a small path that led to Delaware-Falls, and crossed the river in a canoe lent by an Indian."<sup>4</sup>

### FOR THE MOTORIST

Take U. S. 13 from Philadelphia to Trenton.

<sup>1</sup> Warrantee Survey D 113-118, Bureau of Land Records, Harrisburg.

<sup>2</sup> George MacReynolds, *Place Names in Bucks County, Pennsylvania* (Doylestown, 1942), 346. See also *Old York Road Historical Society Bulletin*, I, 3.

<sup>3</sup> (Princeton, 1936), 16-17.

<sup>4</sup> *Journal of William Edmunson* (Dublin, 1880), 118.



FALLS PATH

## 24. Forbidden Path

*From Athens through Canisteo to Olean*

The path which led from Tioga (Athens, Pa.) through Passigachkunk (or Secaughtung, now Canisteo, N. Y.), to the Upper Allegheny, was forbidden by the Seneca Indians to white men for reasons of security. It traversed the southern border of, and therefore opened a back door upon, the country of the Senecas, who were known officially as the Keepers of the Western Door of the Iroquois Confederacy. The Forbidden Path was also sometimes known as the Tioga Path because its eastern terminus was at Tioga, the Forks, and because it ran from Tioga west up the Tioga River (now the Chemung) as far as Painted Post.

From Tioga, following the north bank of the Chemung, the Forbidden Path went past Spanish Hill, whose bold and square-set form had been molded by glacial action. It is a morainal deposit, though legend has been busy with stories of its human origin. The path crossed the New York State line, thenceforth to remain in New York for the greater part of its way, although it came back to Pennsylvania on reaching the waters of Owayo Creek, a tributary of the Allegheny.

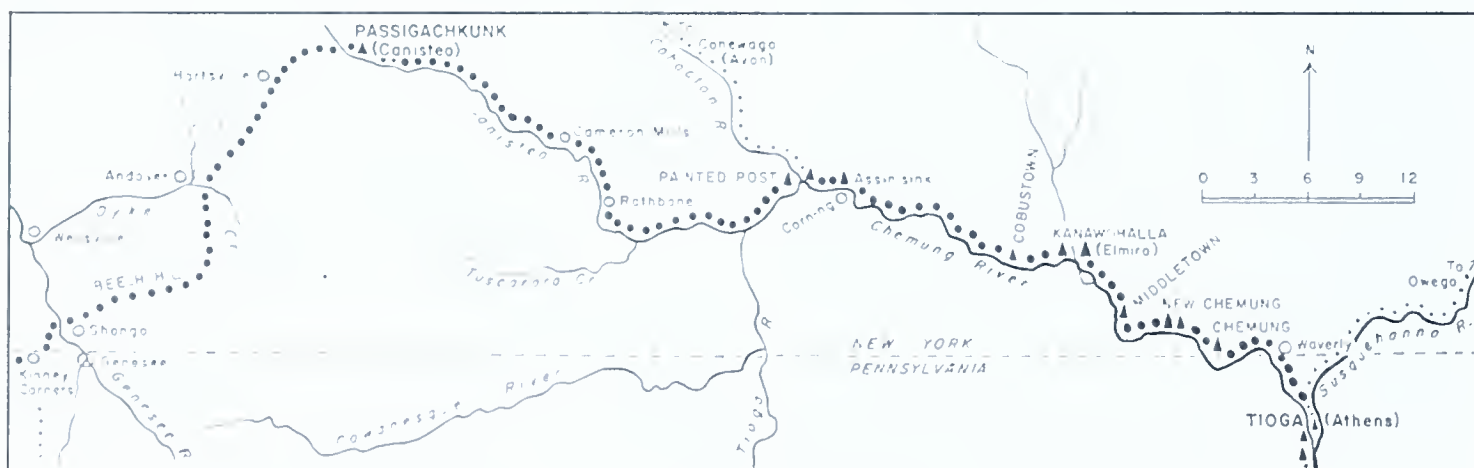
It passed through the outskirts of Sayre and Waverly and ran along the bank of the Chemung River, where in 1779 General Sullivan's officers were astonished at the "almost incredible" fields of corn, beans, and pumpkins they saw.<sup>1</sup> Approaching Elmira, the path ran through the de-

file where Brant and Butler laid the Chemung ambushade for Sullivan's army.

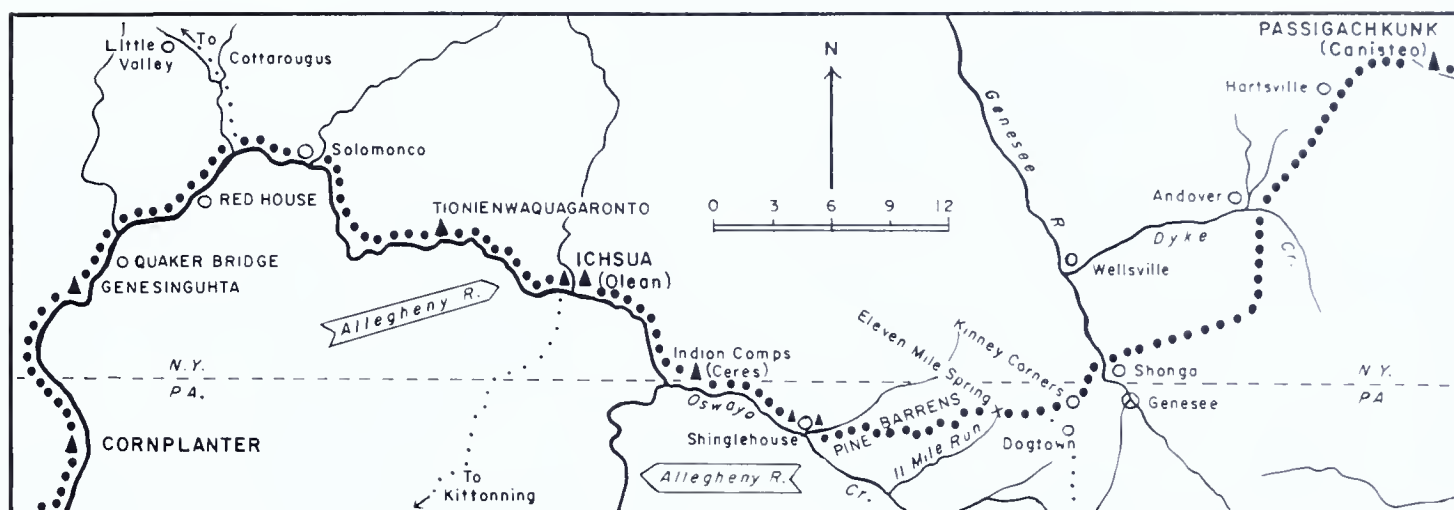
Beyond Elmira the Forbidden Path came to Cobustown (east of the Fitch Bridge in West Elmira),<sup>2</sup> and ran on through Assinisink (Corn- ing) to Painted Post, where the path forked. The branch to the north led up the Cohocton River to the Indian town of Conewago (Avon, N. Y.); that to the south bore travelers to the Allegheny. It ran up the Tioga River for about four miles, then turned west up the Canisteo River past Addison at the mouth of Tuscarora Creek, and went through Rathbone and Cameron Mills to Passigachkunk (Canisteo).

At Canisteo, which was the head of canoe navigation, it left the river, climbed the hills, and took a generally southwest course, keeping most of the time on the high, broad, swampy ridges beyond Hartsville. Passing a little east of Andover and crossing Dyke Creek, it followed the ridge south to Beech Hill and southwest to a crossing of the Genesee River, probably in the vicinity of Shongo, which is about three miles northwest of Genesee, Pa. Two miles southwest of Shongo, it crossed into Pennsylvania. At Kinney Corners it swung west.

There is a local tradition that a branch of the path ran through Genesee and thence west up Irish Settlement Brook to its head at what was once known as Dogtown, a mile and a half directly south of Kinney Corners.



FORBIDDEN PATH, EAST



FORBIDDEN PATH, WEST

From Kinney Corners the path ran west to Eleven Mile Spring at the head of Eleven Mile Creek, which no doubt received its name because the spring is eleven miles by footway from the head of canoe navigation on Owayo Creek. This is the height of land. On McGee's Farm, where the spring lies, they will tell you that "in the old days" there were two springs which sent their waters in opposite directions: the one into Eleven Mile Creek and so to the Allegheny, Ohio, and Mississippi rivers; the other into Redwater Creek and so to the Genesee River, Lake Ontario, and the St. Lawrence.

From Eleven Mile Spring the path ran almost due west through a heavy forest of white pine. "Here, to my great delight," wrote David Zeisberger, the first white man to record his passage over the Forbidden Path, "I saw for the first time a pine forest in America . . . the wildest and densest woods imaginable."<sup>3</sup> The region is still known as the Pine Barrens.

At Shinglehouse, where the path came down off the hills to Owayo Creek at the mouth of Honeoye Creek, Zeisberger wrote, "It seems that here . . . the Indians are accustomed to make canoes to go down stream, for there was evidence that both bark canoes and wood canoes had been made."

From Shinglehouse the path continued down the north bank of Owayo Creek past Ceres, a former Indian camping place, to the Allegheny River. Down the river bank it went to Ichsua (Olean) and the extensive Indian settlements on the great bend of the Allegheny, some of them

still surviving on the Seneca Reservation, which embraces both banks of the river in the vicinity of Salamanca and Red House.

### HISTORY OF THE PATH

There is some question who was the first white man to break the rules and traverse the Forbidden Path. It is possible, as the late Dr. Arthur Parker has suggested, that it was Champlain's emissary, Etienne Brulé. When Brulé in 1615 made his journey to enlist Indian allies, possibly a Susquehannock community still resident in the vicinity of Tioga, for an attack on the Iroquois, he may have come from Lake Erie by the Portage Path or the Cattaraugus Path to the Allegheny River at Salamanca and there picked up the Forbidden Path. But there is no unmistakable record of its use by a white man before the Moravian, David Zeisberger, made his journey in 1767.

The Moravians had previously met failure on this attempt. When Christian Frederick Post in 1760 tried to accompany Teedyuscung to the Allegheny by this northern path, he was stopped at Canisteo (Passigachkunk) and forbidden, on pain of death, to proceed.<sup>4</sup> But seven years later David Zeisberger, intent on establishing a mission among the Delawares who had recently migrated to the Upper Allegheny at Goschgoschink (West Hickory), broke protocol, defied Iroquois protest, and went through. Meeting a Seneca chief at the western end of the path, he was challenged thus: ". . . how comes it that you travel such an unfrequented road, which is no road for whites and on which no white man has ever come?"

Missionary zeal had moved Zeisberger to break the code and go the forbidden way. It is not surprising that soon afterwards he wrote in his diary that the Senecas were "not at all friendly to the cause of the Gospel,"<sup>5</sup> and he found it expedient to move the mission to more distant parts, in particular to the Muskingum country in Ohio.

In 1779 General John Sullivan took an army to Tioga on a punitive expedition (following the Battle of Wyoming) against the Senecas. Guided by an Oneida Indian (the Oneidas having sided with the colonies), he took the Forbidden Path up the Chemung Valley, eluded ambush at the Narrows, and marched north from the site of Elmira to ravage the Seneca country.

#### FOR THE MOTORIST

From Athens, go northwest on *L. R. 08066*. When, in about 2 miles, it comes to a fork, take *L. R. 08114* north past Spanish Hill and across the state line into New York. At Waverly, turn left on *N. Y. 17* and follow it to Elmira. There leave *17* (which makes a wide detour through Horseheads) and follow *17E* along the river. About 3 miles beyond Big Flats, pick up *17* again and follow it through Corning, Painted Post, Gang Mills, and Erwins, to Addison. There leave *17* and turn right up the valley of Canisteo Creek, on the road headed for Hornell. Follow it through Rathbone, Cameron Mills, and Adrian to Canisteo.

From this point to Eleven Mile Spring and Shinglehouse, it is not possible to follow the path continuously, but the directions here given will enable one to see its general course. Take the road west from Canisteo to Hartsville and southwest to Andover—by-passing the latter, however, a short distance to the east and there crossing *N. Y. 17*. Continue south to Independence, west to York Corners (where you will cross *N. Y. 19*), and southwest across the Pennsylvania border to Eleven Mile.

From there the old path may be followed closely for about 4 miles, but, in the absence of a modern road on the ridge which the path followed all the way to Shinglehouse, the motorist is advised to continue west on the same country road he has been following since leaving Eleven Mile. Take it to Kibbeville and down Butler Creek to Honeoye, where he will turn left on *L. R. 52014* for Shinglehouse.

At Shinglehouse turn right on *Pa. 44* and at Ceres bear left on *N. Y. 17*. Follow *17* through Portville at the mouth of Oswayo Creek and through Olean to Salamanca, a white man's town on land rented from the Seneca Nation.

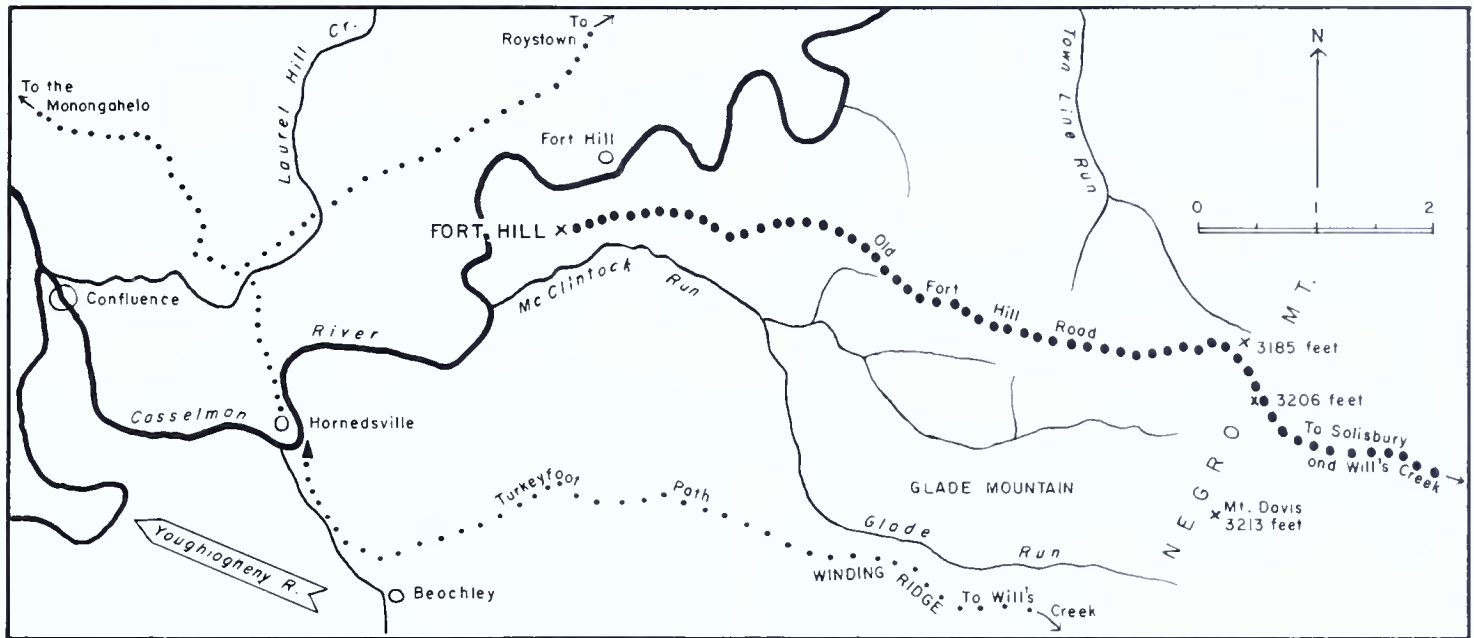
<sup>1</sup> See "Journal of Major John Burrowes," *Journals of the Military Expedition of Major General John Sullivan . . . 1779* (Auburn, N. Y., 1887), 44.

<sup>2</sup> Harry B. Kelsey, "Squash-Cutter and the Wolves of West Elmira," *Chemung Historical Journal*, VI, No. 2 (December, 1960), 784.

<sup>3</sup> Journal, July 8, 1767, *Ohio Archaeological and Historical Quarterly*, XXI, No. 1 (January, 1912), 12-13.

<sup>4</sup> See William A. Hunter, "John Hays' Diary and Journal of 1760," *Pennsylvania Archaeologist*, XXIV, No. 2 (August, 1954), 78 ff.

<sup>5</sup> Zeisberger's Journal, *Ohio Archaeological and Historical Quarterly*, XXI, No. 1 (January, 1912), 47.



FORT HILL PATH

## 25. Fort Hill Path

*From Fort Hill to Winding Ridge*

What is now known as the Old Fort Hill Road, which crosses Negro Mountain near its highest point, Mount Davis, is thought to have been at one time a branch of the Turkeyfoot Path.

Fort Hill, dramatically poised on the south side of the Casselman River, was once the site of palisaded Indian settlements. Its natural battlements overlook the present station of Fort Hill on the Baltimore and Ohio Railroad. This is

four and one-half miles as the bird flies east of Confluence and three and one-half miles northwest of Winding Ridge.

### FOR THE MOTORIST

Fort Hill may be reached directly from the summit of Winding Ridge (see the *Turkeyfoot Path*), or more conveniently by L. R. 55016. The latter road provides a short cut, by way of Fort Hill, from Pa. 53 near Dumas on Whites Creek (3 miles southeast of Confluence) to the same highway at Paddytown.

## 26. Frankstown Path

*From Harrisburg to Kittanning*

The Frankstown Path, which was often called the Allegheny Path or the Ohio Path, "was by far the most important and most frequently travelled"<sup>1</sup> road across Pennsylvania's mountains. It ran from Paxtang (Harrisburg) on the Susquehanna through Frankstown on the Juniata to Kittanning on the Allegheny. A branch led to Chartier's Town (Tarentum) and so to the Forks of the Ohio (Pittsburgh).

In early colonial days, this was the preferred route of Pennsylvania's Indian traders taking pack trains to the Allegheny country. It was

used by Conrad Weiser in 1748 on his journey to Logstown. During the French and Indian War, it was used by Colonel John Armstrong for his attack on the Delaware Indian base at Kittanning. The Frankstown Path was somewhat longer than the Raystown Path, progenitor of the Pennsylvania Road, but the grades were easier and that was a help to the pack horse. Its western branches—to Chartier's Town and Kittanning—were commonly known as the Kiskiminetas Path and the Kittanning Path respectively.

The Frankstown Path was named for the trader, Frank Stevens, who had a trading post at Frankstown, near Hollidaysburg, in Blair County. See Cumberland County Warrants, L-40 (February 3, 1755): "James Lowry . . . Three Hundred Acres . . . including a meadow on the Spring Branch to the old Indian Town of the Shawonese and Delawares called Franks Town from Frank Stevens on the Branches of Juniata. . . ."

There were many variants of this path, and the particular route used by any given party of travelers depended on the season and on the load carried. It is impossible to give all the variants. The attempt here is only to trace the best-known route, with an occasional glance at alternatives.

From Paxtang, once across the river by ford or ferry, travelers made their way to Letort's Spring either by what is now known as the Trindle Spring Road through Mechanicsburg and Hickory Town, or west from Camp Hill and then by *U. S. 11*. The latter was the more usual route. Adjoining it, about six miles west of the Susquehanna, was George Croghan's plantation beside Conodoguinet Creek. Along this path the modern Hogestown and New Kingston have sprung up. Crossing Letort Spring Run at Middlesex, the path followed up the run, at a distance of a few hundred yards, to Carlisle.

The alternate route (the Trindle Spring Road, *Pa. 611*) left the main path at Camp Hill and ran through Mechanicsburg to Trindle Spring, Locust Point, and Hickory Town to join the main path again at Carlisle.

As far as Carlisle and for a few miles beyond it, the Frankstown Path was identical with the Raystown Path. But at Mount Rock (or a little northeast of it, if the roads are shown correctly on William Scull's map of Pennsylvania published in 1770) they separated. From Mount Rock the Frankstown Path ran west to cross Big Spring Creek at Newville and Green Spring Creek at the village of Green Spring. Continuing west, it forded Conodoguinet Creek about two and a fourth miles east of Newburg, where *Pa. 611* crosses, and took the same route as *611* past Otterbein to Roxbury (by "James McCallisters Mill on the Old trading Path").<sup>2</sup>

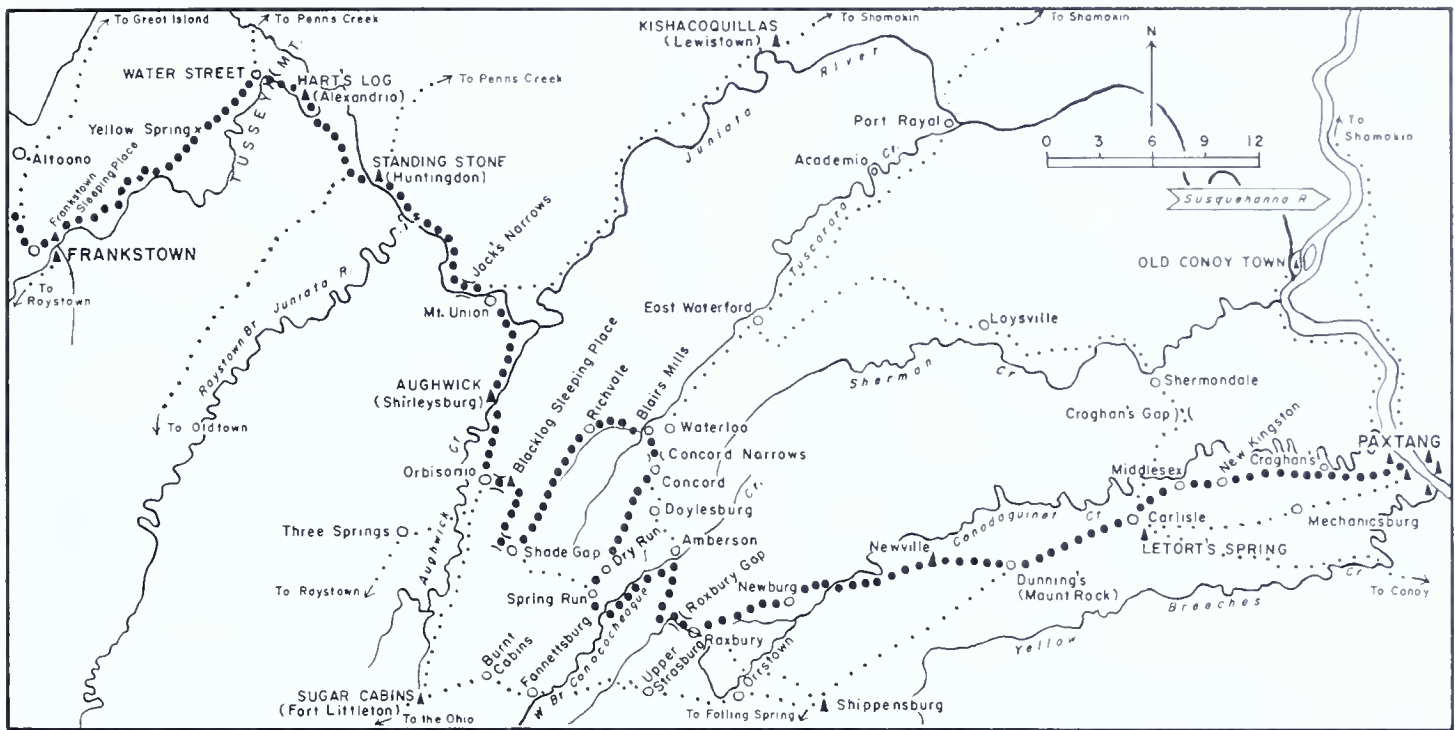
From the gap in the Blue Mountain west of Roxbury—early known as Trading Gap, later as

McCallister's Gap, and now as Roxbury Gap—several courses were open to the traveler. *Pa. 611* runs west over Timmons Mountain by a spectacular but stony sidehill that would have been difficult for horses. The path shown on William Scull's map of 1770 went another way: north-northwest through the valley between Kittatinny Mountain and Timmons Mountain to Amberson.

At Amberson there was again a choice of routes. Scull's map of 1770 shows the path as rounding the end of Timmons Mountain and running southwest down the valley of the West Branch of Conococheague Creek, past Laurel Grove and Newbridge, to round Knob Mountain and swing north again to Spring Run. From there a short cut ran west and north over the Tuscarora Mountain to Shade Gap, while the main path ran north to Concord and Waterloo, where it joined a branch of the New Path (*q. v.*). The latter had found a way that avoided these double twists in the mountains.

The other path from Amberson was shorter. It crossed Rising Mountain from Amberson to Doylestown, and thence ran north to join the other branch at Concord. The climb was steep, but it saved about nine miles. This appears to have been the route taken by Conrad Weiser on his journey to Logstown in 1748, for it fits his estimate of the miles as the other route does not. From Robert Dummings (Mount Rock), to the Tuscarora Path the distance, according to Weiser, was thirty miles. That is about the distance from Mount Rock by the route just described to Doylestown in Path Valley. He traveled twenty miles from the Tuscarora Path at Doylestown to the Black Log Sleeping Place. That is the distance by the roundabout route from Doylestown through Concord, Richvale, and Shade Gap to the Narrows cut by Blacklog Creek through Blacklog Mountain.

To retrace steps a little, from Concord the path ran through Concord Narrows, turned west up the Trough Spring Branch of Tuscarora Creek to Richvale, and there again offered the traveler a choice of routes. There was a short, steep way over Shade and Blacklog mountains to Aughwick Creek at Shirleysburg. A longer (by about twelve miles) but much easier way was the one already described: through Shade Gap, the Nar-



FRANKSTOWN PATH, EAST

rows in Blacklog Mountain, Orbisonia, and down the valley of Aughwick Creek.

At Shirleysburg, according to William Scull's map of 1770, a northern branch of the New Path came in. A southern branch had joined the Old Frankstown Path in the vicinity of Blair's Mills.

The reunited Frankstown Path, after crossing Aughwick Creek at Shirleysburg, ran north along the bank for two and a half miles and then left it to pursue a course, still north, to the Juniata, the south bank of which it followed to Mount Union. There it crossed and ran along the north side of the river through Jack's Narrows (named for Jack Armstrong, who was killed here in 1744), past Kishacoquillas to Standing Stone (Huntingdon).

At Huntingdon the path forded the Juniata River and ran northwest along a good ridge to another ford about a mile and a half southeast of Hart's Log (Alexandria). Thence it ran west through Alfarata to Water Street (so named because pack trains used the creek bed for passage through the narrow, steep-sided gap in Tussey Mountain). Turning southwest at the village of Water Street, the path (now followed closely by U. S. 22) passed Yellow Spring to reach Canoe Mountain, a shoulder of which it crossed, and came down to near the mouth of Canoe Creek. From there it ran along a ridge to meet the

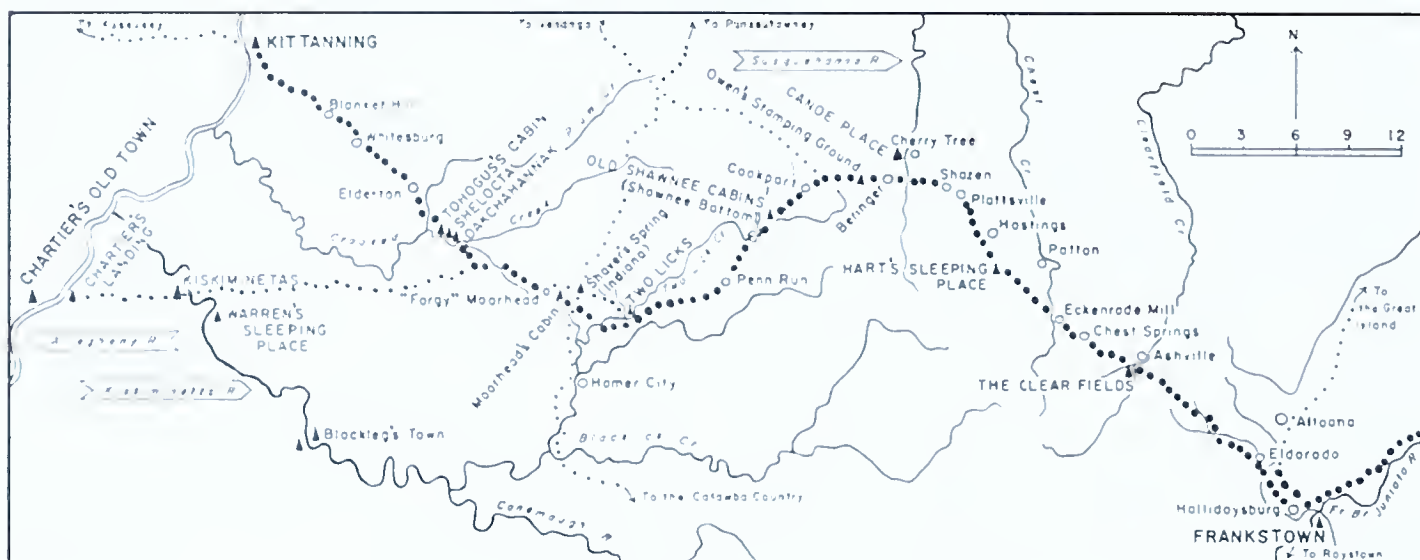
Juniata again at the mouth of Brush Creek (modern Frankstown), past Frankstown Sleeping Place, and across the Juniata to the original Frankstown, which was on the south side of the Frankstown Branch at the mouth of Oldtown Run and opposite the mouth of the Beaverdam Branch.

From Frankstown west, the path is known locally as the Kittanning Path. There is a tradition that it touched Hollidaysburg where Allegheny Street enters the town, and that it there turned north for Eldorado. On the other hand, Mr. Floyd Hoenstine of Hollidaysburg believes the path did not touch the town at all, but left the Beaverdam Branch to follow Brush Run for half a mile north, and then turn north-northeast to forks in the road half a mile south of what is now Lakemont.

In time of high water, according to Mr. Hoenstine, the path left the Juniata at, or just before, Frankstown Sleeping Place and cut over a high pass in the hills to reach Brush Creek half a mile above its mouth.

From the forks south of Lakemont, one branch ran north to Tyrone and the Great Island. The other (the Kittanning Path) ran through Eldorado, near which it joined the traditional route from present Hollidaysburg.

Beyond Eldorado the Kittanning Path bent



FRANKSTOWN PATH, WEST

west along the south bank of Burgoon Run, and crossed it at about where the present Altoona Reservoirs stand. Passing under the Pennsylvania Railroad where it begins the Horseshoe Curve at Kittanning Point (the name being a memento of the old traders' path), it went up the valley of Kittanning Run for a mile and a half. Then it climbed the ridge between Kittanning Run and Burgoon Run, and crossed from Blair into Cambria County in the vicinity of Delozier Spring.

From its entrance to Cambria County to its exit into Indiana County, the Kittanning Path has been traced meticulously by Mr. Henry M. Gooderham of Eckenrode Mills (near Patton) and mapped by him for the Cambria County Historical Society. His description of the path, a model of close local study fortified by State Land Office records, is reproduced in Appendix No. 1.

Passing through Burgoons Gap, the path descended to a camping place known as "the Clear Fields" (an Indian clearing three quarters of a mile southwest of Ashfield) at the junction of Beaverdam Run with Clearfield Creek. Thence it ran west for a mile and a half, after which it took a northwest course past Chest Springs to Eckenrode Mills. There traces of the path may still be seen, just beyond Chest Creek, on a small plot of rising ground which the Cambria County Historical Society preserves as a memorial of old trading days.

A succession of gentle ridges brought the Kittanning Path past Hart's Sleeping Place (two

and a half miles directly west of Patton and about a mile east of Benedict) to the village of Plattsville. There it swung west past the crossroad to Shazen and forded the Susquehanna at the Salt Wells (about a quarter of a mile north of Eneigh Run and a mile and a half south of Cherry Tree). It continued west to the Sleeping Place, probably at modern Beringer. A mile and a half west of the latter it came to Owen's Stamping Ground and went on to the Forks of the Path. Here, on "the dividing ridge between the waters of the Atlantic and the Mississippi,"<sup>3</sup> the path to Venango branched off to the northwest while the path to Kittanning turned southwest.

Between the West Branch of the Susquehanna and Two Lick Creek, the Kittanning Path passed through a thick forest of white pine.

Passing through (or slightly east of) Cookport, the Kittanning Path forded the South Branch of Two Lick Creek at the "old Shawanese Cabins"<sup>4</sup> (now Shawnee Bottom), about half a mile above the forks of Two Lick, and ran a mile over the hills to Mitchells Mills (Diamondville). Holding to approximately the same southwest course, it came to Penn Run (formerly Greenville). According to local tradition, it was near here, in Cherryhill Township, that Conrad Weiser on his journey to Logstown in 1718 "Found a Dead Man [John Quen] on the Road who had killed himself by Drinking too much Whiskey; the Place being very stony we cou'd not dig a Grave—He smelling very strong we covered him with Stones & Wood"—only to find on their return that "the bears had pulled him out and left nothing

of him but a few naked bones and some old rags."<sup>5</sup>

From Penn Run the path went nearly west, and in about two and a half miles passed "ninety rods south of the old Samuel Ralston house."<sup>6</sup> In about six miles from Penn Run, the Kittanning Path came to the Two Licks, situated on the north bank of the creek to which they gave their name. Warrantee Survey D 58-279 (see Appendix No. 3) shows them as being about a quarter of a mile east of the mouth of Ramsey Run.<sup>7</sup> The Two Licks were well-known as a camping place, having been, according to the same warrantee survey, "the encamping ground of Gen<sup>l</sup> Armstrong in his expedition against Kittanning."

There is a local tradition that the Indians in crossing Two Lick Creek had the choice of two fords. According to Mr. A. P. Hill,<sup>8</sup> in dry weather they forded the creek where Colonel Armstrong did, at the Two Licks. But in rainy weather, when the creek was flooded, they found it better to cross about two miles farther downstream. There was a shallow all-weather ford about 200 yards below (west of) the bridge on *L. R. 32036*. From that ford the path ran northwest, by-passing Indiana, to the spring at Moorhead's Cabin and Moorhead's Fort, the latter said to have been a house stockaded by Fergus Moorhead in 1781. It was on MacCarthy Run, two miles east of Indiana.

The path that forded the creek at the Two Licks crossed Ramsey Run near its mouth, ran beside it for a mile, and then turned northwest to Shaver's Spring (now McElhaney Spring), with its circle of trees stripped and painted with "warriors marks." All around it is now the flourishing town of Indiana. The "Indian Oak," which is said to have been a trail marker, stood until recently at the corner of Washington and Sixth streets, directly across from the Memorial Park. Leaving the spring, and passing what is now the campus of Indiana State College, the Kittanning Path ran about two miles west to join the path from the lower ford of Two Lick Creek.

From this junction at "Forge Moorhead's,"<sup>9</sup> the path ran west-northwest into the hills, coming down again in about three miles to cross the "Canoe Branch of Crooked Creek"<sup>10</sup> (now Curry Run). Ascending the hill west of Curry Run, it came to a fork, the path to the left running to Kiskiminetas (now Vandergrift) and Chartier's

Town, that to the right—the Kittanning Path—following the ridge that runs north to the "Oakchahanak Crossing"<sup>11</sup> of Crooked Creek, half a mile east of Shelocta.

Passing by "Tohogos Cabins" (Shelocta),<sup>12</sup> the path ran a mile and a half to LeTort's Town<sup>13</sup> and there crossed Plumb Creek at a point a mile and a quarter southeast of Elderton. From Elderton it pursued a northwest course over winding ridges by Whitesburg and Blanket Hill. It passed on the high ground a quarter of a mile south of the present Robert Watterson's house and a third of a mile north of Ulysses Hobaugh's house on Rupp Run, and so on into Kittanning.

The Allegheny River was fordable at several places in the vicinity of Kittanning, which was an important Delaware settlement as early as 1724.<sup>14</sup> An extension of the Kittanning-Frankstown Path crossed the Allegheny River here and ran west through Butler, Prospect, and Portersville to Kuskusky (New Castle).

Colonel John Armstrong, on the expedition of August and September, 1756, against the Delaware war post at Kittanning, took his 300 men over the Frankstown-Kittanning Path. His route west from Carlisle is identifiable at Fort Shirley (Shirleysburg), "Beaver Dams" (Hollidaysburg), the Two Licks, "Shaffer's Spring" (Indiana), and Blanket Hill. He brought his men back by the same route, but from Fort Shirley marched south to Fort Littleton. For a detailed account of the Armstrong expedition, see "Victory at Kittanning," by William A. Hunter.<sup>15</sup>

#### FOR THE MOTORIST

It is not possible to follow the Frankstown Path all the way on modern roads, and there is no single road that even approximates its full course, as the National Turnpike does with Nemacolin's Path. It is true that for the first 25 miles *U. S. 11* follows it closely, that for 40 miles—Mount Union to Hollidaysburg—it is followed by *U. S. 22*, and that for the last 35 miles *U. S. 422* is never far from it; but, in between, the attendance of modern roads on this ancient path is decidedly fickle.

One can, however, obtain a close and rewarding view of the path and the mountain barriers it faced and overcame by following (with the aid of a little patience and some good maps) the route here proposed.

From Harrisburg take *U. S. 11* through Carlisle to Mount Rock. There fork right on *L. R. 21003* for Newville. At Newville take *Pa. 641* and follow it through Green Spring and Newbury to Roxbury. There take *Pa. 433* and proceed with it through the mountain gaps and valleys to Amberson. Since there is no good road across Rising Mountain to Doylesburg, it will be necessary to follow the doubling course of the path as marked on Scull's map of 1770.

From Amberson continue on *Pa. 433* down Conococheague Creek and round the base of Knob Mountain to Spring Run. There take *Pa. 75* through Doylesburg and Concord to the Concord Narrows. Three quarters of a mile beyond the Narrows, fork left on *L. R. 31031* for Blairs Mills. There turn south on *Pa. 193* for Richvale. At Richvale turn left (south) on *Pa. 35* and follow it for a little over 8 miles to the junction with *U. S. 522*. Turn right on 522 and follow it through Shade Gap, Blacklog Gap, Orbisonia, and Shirleysburg to Mount Union. There cross the Juniata River and turn left on *U. S. 22*. From Mount Union follow *U. S. 22* through Water Street and Canoe Creek to Frankstown. Continue on *U. S. 22* to Hollidaysburg.

Over the Allegheny Mountain, between Hollidaysburg and Chest Springs, there are no modern roads that follow the old path at all closely. The motorist is advised to continue on *U. S. 22* through Hollidaysburg to Duncansville, there turn north to Altoona, and in the outskirts of the city turn west on *L. R. 07023* for Kittanning Point. Follow 07023 up under the Pennsylvania Railroad's Horseshoe Curve and ascend the mountain to a junction with *L. R. 11035* on the top. Turn right on 11035, follow it for about a mile, fork left on *L. R. 11072*, and follow it for a little over 2 miles to Asheville. There turn left on *Pa. 36* and follow it to Chest Springs, where you are back on the Kittanning Path.

From Chest Springs take *L. R. 11041* west. Immediately after crossing Chest Creek at Eckenrode Mills, you will see on your right a small flight of steps climbing the second bank. From the top of it you will see visible traces of the old Kittanning Path. Continue on *L. R. 11041* for another mile, turn right on *L. R. 11048*, and almost immediately turn left (northwest) on *L. R. 11075*. Follow 11075 to its junction with *L. R. 11019* and take the latter for about 3 miles to its

junction with *L. R. 11058*. Turn right on 11058, go 2 miles to Plattsville, and continue on an unimproved road northwest to Shazen. There turn left and go west to meet *L. R. 11062* at Eneigh. Turn right on 11062 and right again on *U. S. 219*. In half a mile turn left (west) on *L. R. 11069* to cross the Susquehanna, near the former head of lumber rafting on the West Branch. In Indiana County, 11069 becomes 32026. Follow it for a mile west of the county line to Uniontown.

At Uniontown, Indiana County, take *Pa. 631* and follow it to Cookport. There turn left (southwest) on *L. R. 32065*. Follow it for about a mile and a quarter, then turn right (west) on *L. R. 32169*. Follow 32169 about 3 miles to meet *Pa. 223*. Follow this for about a mile through Diamondville. Half a mile beyond Diamondville, take *L. R. 32052* south to Penn Run and a junction with *Pa. 553*. Follow 553 about 2½ miles to its junction with *U. S. 422*. Turn right on 422, follow it about 2 miles, and turn left (south and then west) on a country road that traces the old path for about 5 miles to its junction with *L. R. 32036*. Turn right, cross Two Lick Creek, and follow this road into Indiana.

In Indiana turn left (west) on *U. S. 422* and follow it (though this road beside Curry Run is a mile or so east of the old path) to the crossing of Crooked Creek and through Shelocta (where it is back on the trail again), Elderton, Whitesburg, and Blanket Hill to Kittanning.

<sup>1</sup> Hanna, *The Wilderness Trail* (New York, 1911), I, 249.

<sup>2</sup> West Side Applications, No. 2545 (1767); Warrantee Survey, C 209-87.

<sup>3</sup> Lewis C. Walkinshaw, *Annals of South Western Pennsylvania*, I, 8.

<sup>4</sup> *Ibid.*

<sup>5</sup> Journal entry, August 21. See Paul A. W. Wallace, *Conrad Weiser . . .* (Philadelphia, 1915), 266, 269.

<sup>6</sup> Walkinshaw, *op. cit.*, I, 8.

<sup>7</sup> Written on the back of this survey is John Taylor's illuminating account of the manner in which he located the tract. See Appendix No. 3.

<sup>8</sup> R. D. 1, Indiana, Pa.

<sup>9</sup> Warrantee Survey C 46-246.

<sup>10</sup> Warrantee Survey C 7-93.

<sup>11</sup> Warrantee Survey A 13-282; "Oakchahanak Crossing."

<sup>12</sup> Application No. 1511, New Purchase (1769), and Warrantee Survey A 85-229 for John Latta.

<sup>13</sup> Application No. 1994, New Purchase (1769) for George Campbell, 300 acres: "Upon Plumb Creek known by the name of Jas. LeTarts Town an Indian"; and the accompanying survey, D 46-82.

<sup>14</sup> Charles A. Hanna, *The Wilderness Trail*, I, 182.

<sup>15</sup> *Pennsylvania History*, XXIII, No. 3 (July, 1956), 376-407.

## 27. Frankstown-Burnt Cabins Path

*From Burnt Cabins to Frankstown*

Travelers from Paxtang (Harrisburg) used the Raystown Path to reach Burnt Cabins. From there the path to Frankstown went by Fort Littleton, Three Springs, Saltillo, and across the Barrens to reach the Raystown Branch of the Juniata near the mouth of Trough Creek. Passing a mile and a half north of Marklesville, it crossed Tussey Mountain, ran west through Shelleytown on Clover Creek, crossed Lock Mountain west of Royer, and ran down to Frank Stevens' Trading Post on the Frankstown Branch of the Juniata at the mouth of Oldtown Creek.

Evidence for that part of the path which lies between the Raystown Branch and the Frankstown Branch is found in a strong local tradition at Marklesburg. According to Frank Brumbaugh, the Stone Church, about a mile and a half northeast of Marklesburg, is at the approximate point where the Frankstown Path crossed the Warriors Path running from Oldtown, Md., to Standing Stone (Huntingdon, Pa.). Said Mr. Brumbaugh: 'The Ganner boys of Marklesburg were engaged to two Sorrick girls at Shelleytown, and used the old Indian path to visit there. This trail to Frankstown has always been known as an Indian trail in this neighborhood.'

Evidence for the section from Burnt Cabins to the Raystown Branch of the Juniata is found in William Scull's map of Pennsylvania, 1770. It shows a path running north from Fort Littleton to Three Springs, thence northwest across the Barrens to the fording of the Raystown Branch and, a few miles beyond that, merging with the Warriors Path for Standing Stone.

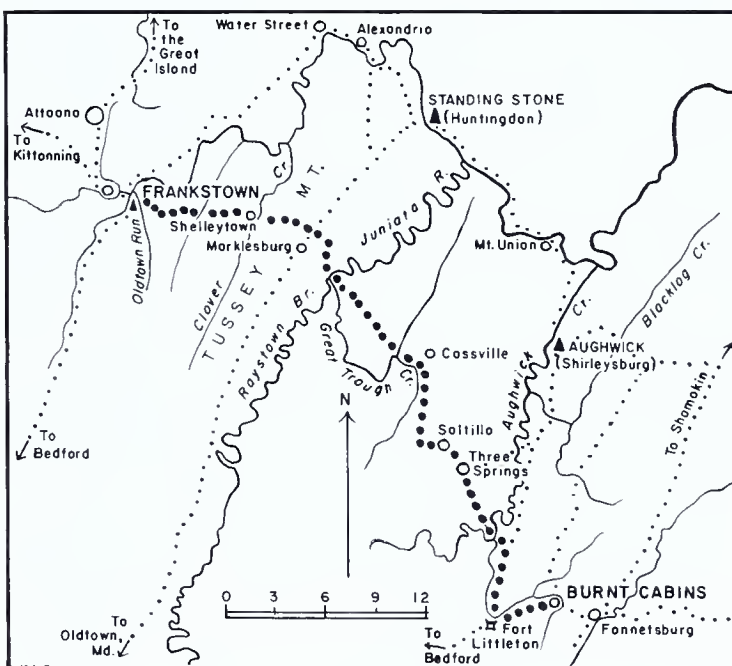
Frank Brumbaugh was under the impression that the path on its way east from Three Springs did not go to Fort Littleton but to Aughwick (or Orbisonia?) and thence south through Shade Gap to Burnt Cabins. This would make a longer journey, but there would be fewer hills to climb.

### FOR THE MOTORIST

No road follows the Frankstown-Burnt Cabins path all the way, but a view of its terrain may be had by following these directions.

From Burnt Cabins take U. S. 522 to Fort Littleton. There turn north and follow a succession of township and county roads by way of Maddensville and Mt. Carmel Church to Three Springs. From Three Springs follow Pa. 994 west for about a mile, turn right on Pa. 655, and then in a few yards turn left on L. R. 31008. Follow it over Sideling Hill to meet L. R. 31081, continuing west on the latter to its junction with Pa. 994. By this time the Indian path has been left far to the east. Take 994 to Newburg. There turn right for the State Forest Road and follow the latter (still west of the path, which keeps to the hills) down the valley of Trough Creek. At its mouth, the modern road is near the Indian path again. Cross the Raystown Branch of the Juniata and take L. R. 31059 and 31079 to Marklesburg.

There is no direct road from Marklesburg to Shelleytown. The best the motorist can do is to take the road running north over Tussey Mountain and double back to Shelleytown. After that, zigzag across country by way of Oreminea Mines and Royer, there picking up L. R. 07022. Follow it for about 5 miles to a fork. There, bearing left, take L. R. 07070 and follow it to the creek near the site of old Frankstown at the mouth of Oldtown Run.



FRANKSTOWN-BURNT CABINS PATH

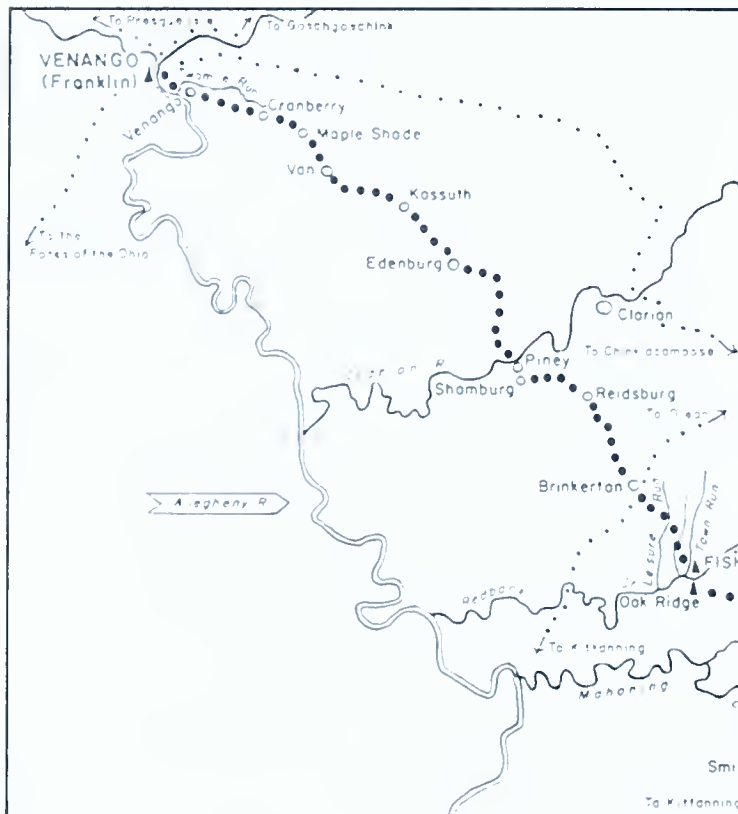
## 28. Frankstown-Venango Path

*From Frankstown to Franklin*

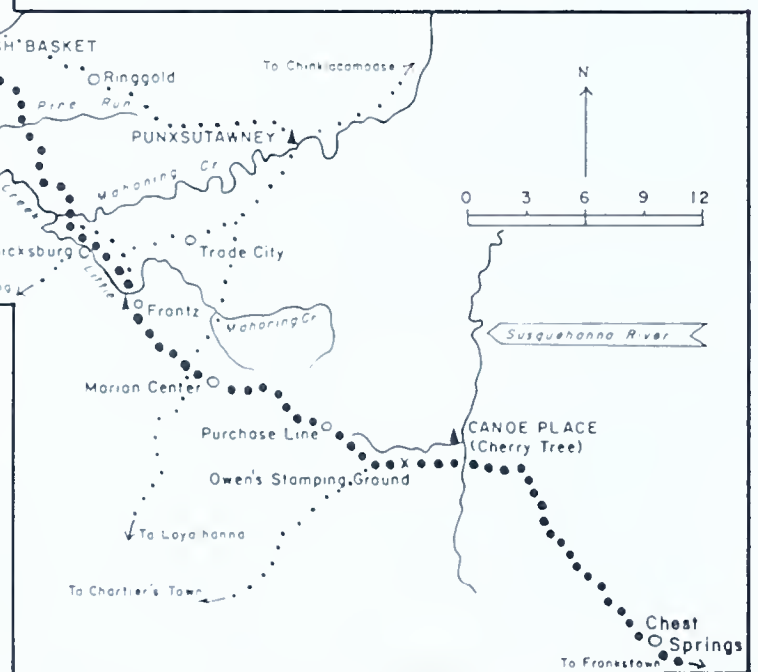
From Frankstown on the Juniata to a little beyond the crossing of the West Branch of the Susquehanna a mile and a half south of Cherry Tree, the path to Venango was identical with the path to Kittanning. But at a spring on a hill about four miles as the bird flies beyond the West Branch crossing, the paths separated. Two war-

to their junction," and another along the bank of the Little Mahoning to its mouth.

At the mouth of the Little Mahoning, the path crossed the Big Mahoning. It continued in a north-northwesterly direction to Redbank Creek, fording it (according to a strong local tradition) from the present town of Oak Ridge to the Indian town of Fish Basket at the mouth of Town Run. Continuing its north-northwest course, the path crossed Middle Run about a mile and a quarter from its mouth and crossed Leisure Run in another mile and a quarter. Passing through Brinkerton, it came to Reidsburg. There it veered west to Shamburg and then turned north to cross the Clarion River at or near Piney (six miles as the crow flies southwest of Clarion). Passing through Edenburg to Kossuth, it continued a little north of west through Van, Maple Shade, and Cranberry to the present village of



FRANKSTOWN-VENANGO PATH



rantee surveys show the forks: C 36-117 shows a tract "... Situate on Muddy Run & on the Fork of the Paths leading to Kittanning & Winango about four Miles from Owens Stamping Ground." C 167-12 shows one "... on the Road from Frankstown to Kittanning about three or four Miles from Owens Stamping Ground."

There were probably several variants of this path to Venango as it made its way over and through the tangle of hills hereabouts. One branch may have gone through the present Marion Center while another skirted it to the north. At Rossmoyne the path came down off the ridge to cross Little Mahoning Creek at an Indian town near Frantz.<sup>1</sup> From that point there were probably alternate routes again: one "along the ridge between the Mahoning Creeks

Venango at the mouth of Twomile Run, and then followed the bank of the Allegheny River to a ford opposite the site of the French Fort Machault at the Indian town of Venango.

### FOR THE MOTORIST

No modern roads trace this path for any distance. It is useless to try to follow it by motor

car, except for the last 16 miles or so. From Kossuth U. S. 322 follows it west through Van, Maple Shade, and Cranberry to Franklin.

<sup>1</sup> See C. W. W. Elkin, "The Indian Trails of Southwestern Pennsylvania," *Pennsylvania Archaeologist*, X (1940), 36.

## 29. French Creek Path

*From Conestoga Indian Town to Phoenixville*

Martin H. Brackbill, in a paper entitled "Peter Bezaillon's Road,"<sup>1</sup> describes an Indian path running from Conestoga (near Washington Boro) to the mouth of French Creek at Phoenixville. The course he charts for it, "after a careful study of a map of the region," ran "in a general northeast direction west of the Conestoga Creek to a point near Eden, then across the creek in an easterly direction, following the present course of the New Holland Pike and Morgantown road, and so on to the Schuylkill. As it happens, this was one of the earliest roads laid out by the courts, after Lancaster County was created out of the western end of Chester County."

At one time there was a considerable Indian population in the Phoenixville area, and there may have been traffic from Conestoga directly to these settlements, which were concentrated on the Schuylkill chiefly between the mouth of French Creek and the mouth of Valley Creek. But in colonial days the weight of Indian travel was toward the lower Schuylkill, where the trading posts had been established by the Dutch and the Swedes. To reach them, shorter routes were

found than the one described above. The two best known were the Great Minquas Path and Old Peter's Road (Peter Bezaillon's).

### FOR THE MOTORIST

From Washington Boro, south of Columbia, take Pa. 999 to Lancaster and then take Pa. 23 through New Holland, Blue Ball, Goodville, Churchtown, Morgantown, Elverson, Warwick, Knauertown, St. Peters, and Buck Town to Phoenixville.

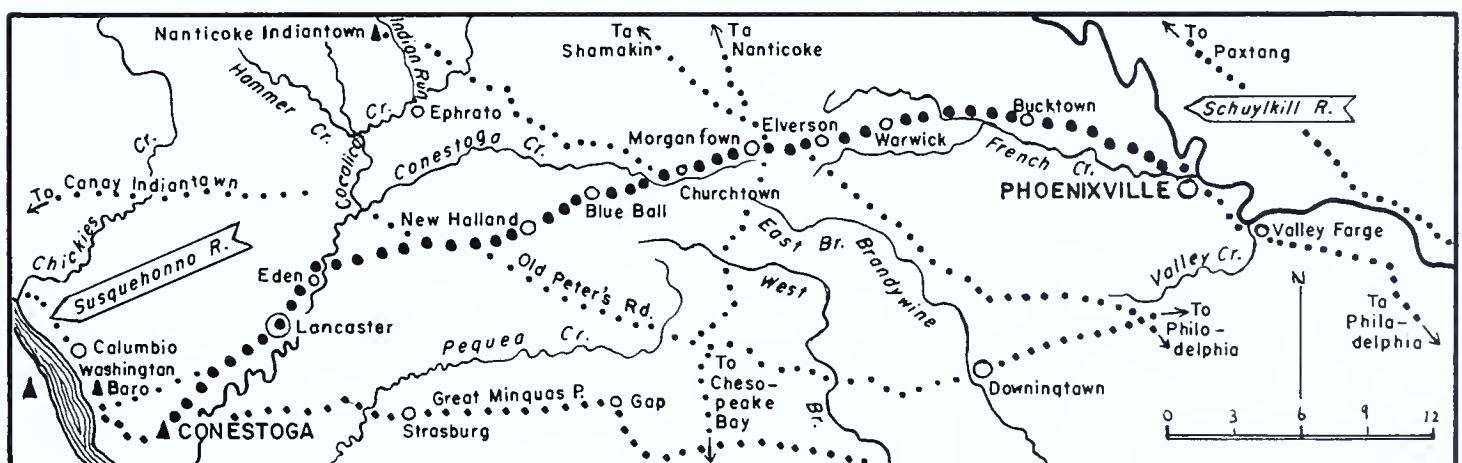
<sup>1</sup> Lancaster County Historical Society, *Papers*, XLIII (1939), 42.

## 30. Georgetown Road

*From Washington, D. C., to the Raystown Path*

Packers' paths, believed to be based on Indian trails, came up from Georgetown and Baltimore over Cartledge's Old Road (1722). Entering Pennsylvania through Nichols Gap (at Monterey near Waynesboro), where a number of trails converged, these packers' paths crossed Franklin County by several different routes. One ran to Fort Loudon, Cowan Gap, and Burnt Cabins; a second, to the vicinity of McConnellsburg in the Big Cove; and a third, to Horse Valley on the far side of the North Mountain.

The first of these (through Fort Loudon and Cowan Gap) was, according to the researches of Mr. Hart M. Dymond of Chambersburg, the earliest and for many years the principal one. From Monterey it passed about three miles north



FRENCH CREEK PATH

of Waynesboro and proceeded by way of Quincy, Fort Stouffer (near Five Forks), Clay Hill, Browns Mills, the junction of Back Creek with the Conococheague near Williamson, McDowell's Mill (Markes), Fort Loudon, and Cowan Gap to Burnt Cabins in Fulton County. Cowan Gap was a hidden break in the Tuscarora Mountain which saved the traveler the steep ascent encountered on the Cove Gap route. One branch of the Raystown Path also went through Cowan Gap.

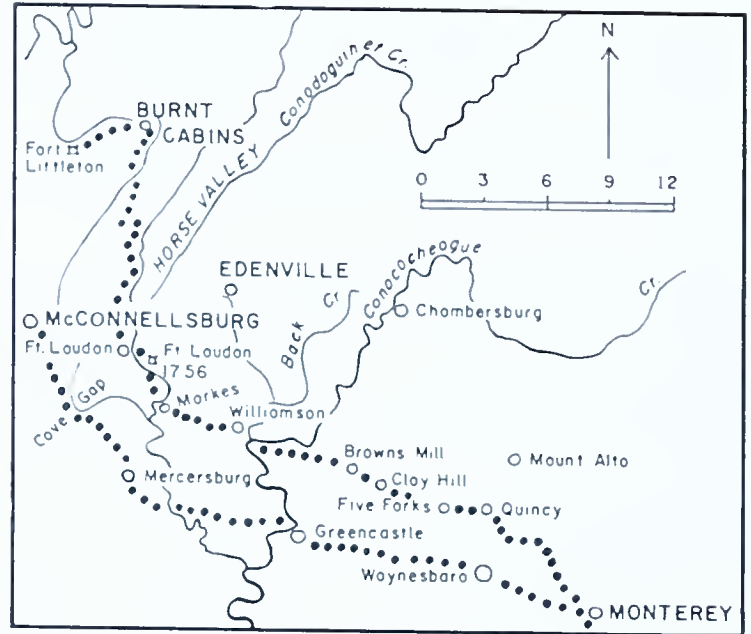
The second path ran through Waynesboro, Greencastle, Mercersburg, and over Cove Mountain by way of Cove Gap to McConnellsburg. In 1768 it was cut as a bridle path and became, as Mr. Dymond writes, "the main pack trail from Baltimore to the west."

The third path crossed the Conococheague at Social Island about five miles south of Chambersburg. It is said to have entered one of the gaps near Edenville and so climbed over the North Mountain into Horse Valley.

#### FOR THE MOTORIST

The most interesting part of the first path (through Cowan Gap) lies between Fort Loudon and Burnt Cabins. This the motorist can easily follow by taking *Pa.* 75 north from Fort Loudon up Path Valley (named for the Tuscarora Indian Path of two centuries and more ago) for about 1 miles to Richmond Furnace. Just beyond the Furnace, turn left on *L. R.* 45 *Spur* and *L. R.* 29044, which wind through Cowan Gap and down the South Branch of Little Aughwick Creek to meet *U. S.* 522 in the outskirts of Burnt Cabins.

To follow the full course of this path, take the road from Monterey toward Beartown, cross the State Forest Road, and a mile beyond it enter *L. R.* 28024. Follow this northwest to Quincy.



GEORGETOWN ROAD

From Quincy continue west, crossing *Pa.* 316 to Greendale. Then take *L. R.* 28032 through Clay Hill and Browns Mills to meet *L. R.* 28033 on the banks of Conococheague Creek. Between that point and Markes (3 miles as the bird flies) no modern road follows the old bridle path, but the motorist will have no difficulty in zigzagging across country in a west-northwest direction. At Markes he will pick up *L. R.* 28002 and proceed with it to Fort Loudon, thence taking the road to Cowan Gap as described above.

The second path (through Cove Gap) may be followed fairly closely all the way from Monterey to McConnellsburg on *Pa.* 16.

The course of the third path (over the North Mountain into Horse Valley) may be approximated by driving north from Edenville (which is 3 miles north of St. Thomas on the Lincoln Highway, *U. S.* 30) on *L. R.* 28005 for about 1½ miles, and then turning left on the State Forest Road for the mountain.

## 31. Glades Path

*From Bedford to Washington, Pa.*

There is a tradition that the Glades Road of 1772 followed an Indian path from Bedford through the Glades of Stony Creek to West Newton on the Youghiogheny, and thence across the Monongahela and on to Catfish (Washington). That is the route now followed most of the way by Pa. 31. According to the Reverend E. Austin Cooper, formerly of Brotherton, "Highway 31 is known locally as the Middle Indian Trail [intermediate between the Raystown Path and Nema-colin's Path]. It is the same as the Glades Trail."

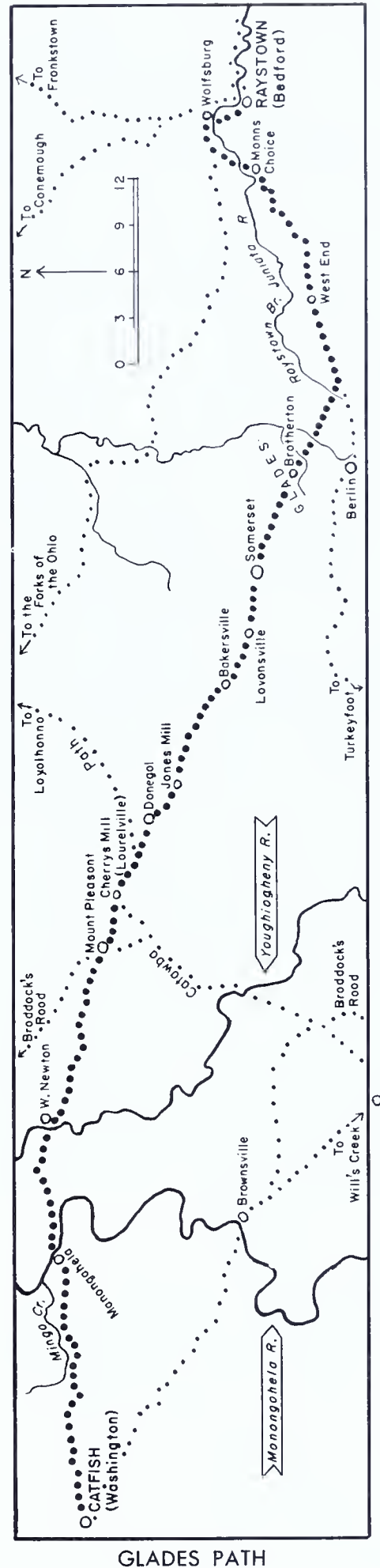
The Glades Path ran from Raystown (Bedford) by way of Manns Choice, the Dry Ridge, West End, Brotherton, Somerset, Donegal, Cherry's Mill (Laurelville), and Mount Pleasant—where the Braddock Road crossed it—to West Newton. There it forded the Youghiogheny. It crossed the Monongahela at Parkinson's Ferry (now Monongahela City), came to Catfish, and went on to the Ohio River at Wheeling.

This was a favorite route, in certain seasons, for settlers headed for the west.<sup>1</sup> General Rufus Putnam in 1788 led a body of New England settlers (the first "to establish American government in the Northwest Territory")<sup>2</sup> to West Newton. There they built boats and embarked, April 2, for the journey on which they founded Marietta, Ohio.

In wet weather the ground traversed by the Glades Path was too soft. John Heckewelder commented in his Journal of 1797: "This road is said to be best in summer during dry weather, when both Mountains are also easy of ascent."<sup>3</sup>

The tradition that this was originally an Indian trail finds support in the terrain, which affords a natural highway between Raystown and Indian settlements in the Monongahela and Ohio valleys. It finds further support in the early roads built along the route, such as the Glades Road of 1772.<sup>4</sup>

The commissioners (James Burd, George Croghan, and others) who made the survey in 1755 for what came to be known as Burd's Road, took



GLADES PATH

only fourteen days to go from Carlisle to the summit of the Allegheny Mountain. They explained their great speed in these words: "We were very fortunate in finding a good road all the way & particularly thro the Alleghany Hills Considering how Mountainous that Country is."<sup>5</sup>

According to Thomas Pownall's map (1755) of "The New laied out Road . . . from Shippensburg"<sup>6</sup> and the careful researches of Dr. John V. Miller, Sr., of Dillsburg, Pa., Burd's Road west of Raystown forded the Raystown Branch of the Juniata to the north bank at Wolfsburg, and in about three and a half miles crossed back to the south side. At Manns Choice it crossed Buffalo Run. Just west of the mouth of the Shawnee Branch, it crossed again to the north side of the Raystown Branch. It ran through New Buena Vista (where the main street is said to be approximately on the Indian path), and crossed the Raystown Branch once more about five miles beyond the town. It crossed Three Lick Run about a mile and a quarter south of New Baltimore, and climbed the Allegheny Mountain to its summit. Receiving news of Braddock's defeat and the approach of hostile Indians, the men laid down their tools and retired.

It is thought that the Indian path, from that point, ran southwest (in about two miles crossing the Raystown Branch for the last time) to

join the other branch of the Glades Path at Deeter's Gap.

Nicholas Scull's map of Pennsylvania, 1759, shows the Burd Road from Bedford to the Allegheny Mountain. The map attributed to Herman Husband shows the road continued to Cherry's (Laurelville, west of Donegal). Reading Howell's map of 1792 takes the road all the way through from Husband's (Somerset) to Cherry's, Parkinson's (Monongahela), and Washington.

The name Glades Path was sometimes given also to other paths that passed through the Glades of Stony Creek in the vicinity of Somerset. One of these was a packers' path, more usually known as the Hays Mill Path (*q.v.*), which ran from Wills Creek (Cumberland, Md.) to the Glades.

#### FOR THE MOTORIST

The whole route, from Bedford to Washington, is now followed fairly closely by *Pa. 31*.

<sup>1</sup> See Solon J. Buck and Elizabeth Hawthorn Buck, *The Planting of Civilization in Western Pennsylvania* (Pittsburgh, 1939), 233.

<sup>2</sup> State highway marker on *Pa. 31* west of West Newton.

<sup>3</sup> *Pennsylvania Magazine of History and Biography*, X, 131.

<sup>4</sup> William H. Wells, *History of Somerset County* (New York, 1906), 193.

<sup>5</sup> Shippen Papers, I, 127, Historical Society of Pennsylvania.

<sup>6</sup> Loudoun Papers, Huntington Library, Pasadena, Cal.

## 32. Goschgoschink Path

*From West Hickory through Luthersburg to Clearfield*

At the Delaware town of Goschgoschink<sup>1</sup> (West Hickory) the Goschgoschink Path forded the Allegheny River. It ran south to a crossing of Tionesta Creek, probably in the vicinity of the present Nebraska. Continuing south by way of Tylersburg and Helen Furnace (where it joined the Venango-Chinklacamoose Path), it crossed the Clarion River at Clew's Riffle, about two miles east of Clarion. Turning east, it ran through Corsica and Brookville to Luthersburg. There it met the Great Shamokin Path and followed it to Chinklacamoose. A branch ran south

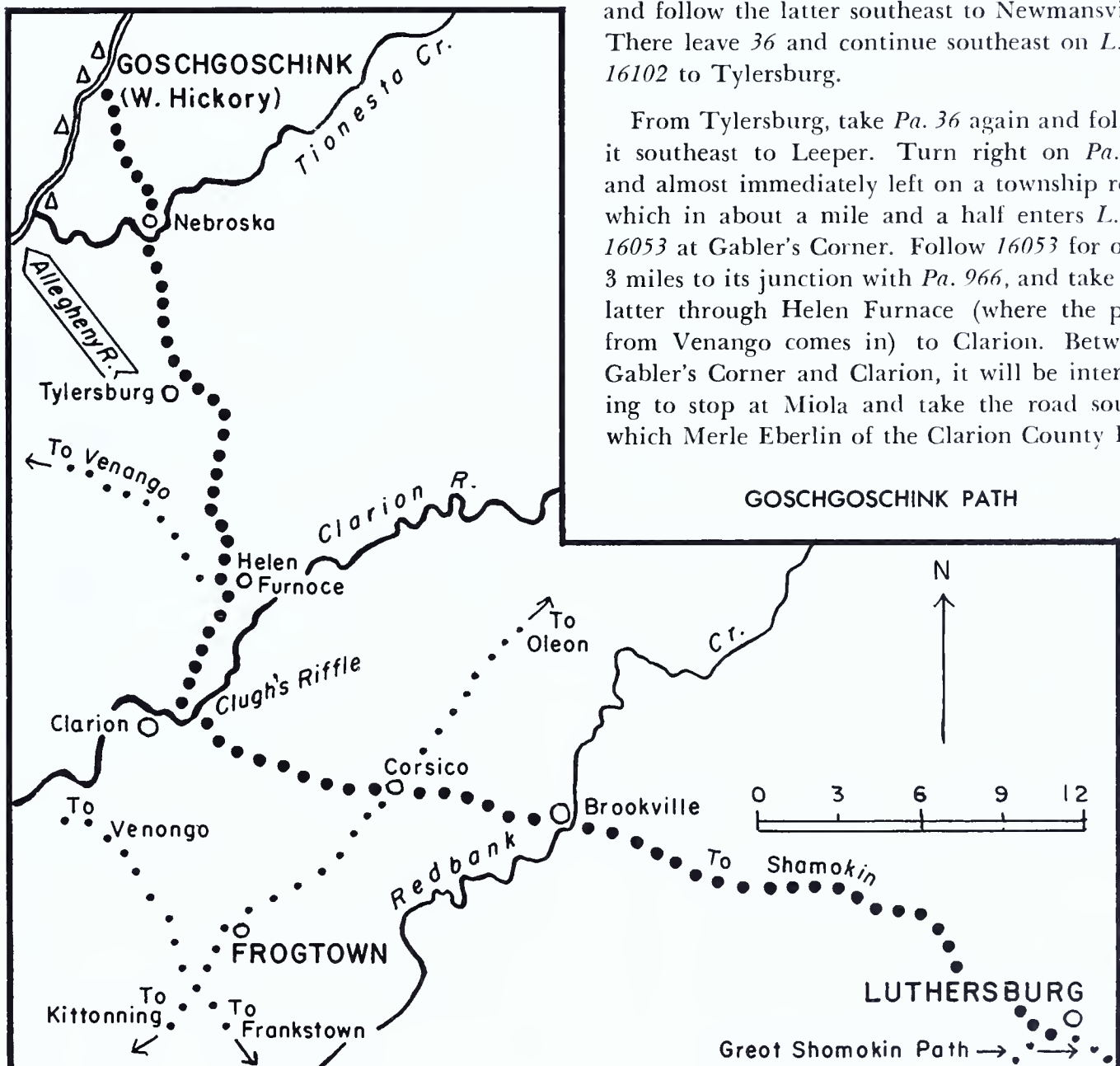
from Clew's Riffle to meet the Olean-Kittanning Path in the vicinity of present Frogtown.

### FOR THE MOTORIST

Before the construction of the Tionesta Creek Reservoir, it was possible to go from West Hickory across the Allegheny River, turn south on U. S. 62 for better than a mile, turn left on L. R. 27008, and follow it to a crossing of Tionesta Creek at Nebraska. Now, however, since the construction of the Reservoir, it has become necessary to get on to the path another way.

Take Pa. 62 south to its junction with Pa. 36 and follow the latter southeast to Newmansville. There leave 36 and continue southeast on L. R. 16102 to Tylersburg.

From Tylersburg, take Pa. 36 again and follow it southeast to Leeper. Turn right on Pa. 68 and almost immediately left on a township road which in about a mile and a half enters L. R. 16053 at Gabler's Corner. Follow 16053 for over 3 miles to its junction with Pa. 966, and take the latter through Helen Furnace (where the path from Venango comes in) to Clarion. Between Gabler's Corner and Clarion, it will be interesting to stop at Miola and take the road south, which Merle Eberlin of the Clarion County His-



torical Society believes follows the old path closely to the ford of the Clarion River at Clew's Riffle. Since there is no bridge there, however, the motorist will have to return to Miola and cross the river at Clarion.

In the town of Clarion, turn left (east) on U. S. 322 and follow it to Strattanville, where the

Indian path is picked up again. Continue on 322 through Corsica, Brookville, and Reynoldsville to Luthersburg, which is the junction point with the Great Shamokin Path (*q.v.*).

<sup>1</sup>The spelling adopted for this name (English, *Goshgoshink*) is one used by the German Moravians. It is chosen because the Moravian records provide our principal source of information about the place.



GREAT PATH

### 33. *Great Path*

*From Pittsburgh to Detroit*

The Great Path crossed the Allegheny River at Pittsburgh, ran along the west side of the Ohio River through Avalon, Sewickley, Logstown (Legionville, two miles north of Ambridge), and Crow's Town (Conway) to Logan's Town (Rochester) and Beaver's Town at the mouth of the Beaver River. In the western outskirts of Beaver, the path turned away from the Ohio River and ran through Blackhawk and Clarkson to the Ohio line. In Ohio it ran through Dunganon, Kensington, Minerva, and Malvern to the Indian town of Tuscarawas (Bolivar) on the Muskingum (now the Tuscarawas) River. It crossed the river about a mile above the town. This eastern section was sometimes called the Tuscarawas Path.

Thomas Hutchins, the surveyor, in his "Description of part of the Country Westward of the River Ohio, 1765," tells what he had seen of the Pennsylvania end of this path:

From Fort Pitt to big Beaver Creek by land is 28 Miles the Path is mostly along the River side and crosses a Number of small Ridges that Border on the River--Little Beaver Creek is 16 Miles further, for the first two Miles the Woods is very Levell at the End which is a Run [Twomile Run] and a very Steep & Difficult Ridge which may be Avoided by inclining about half a Mile to the Right of the Path, the Country then is made up of small broken Hills all the way to Little Beaver Creek, the Descent to which is Steep, this Creek is 60 yards wide and has a very good Fording. . . .<sup>1</sup>

From Tuscarawas, according to John Heckewelder's map of the Ohio Country (1796), the main branch of the path went on "to Sandusky and Detroit," while another branch went south "to the Shawnee Towns on Sciota and Miami."

Colonel Henry Bouquet, when he led his expeditionary force in 1764 to Coshocton for the treaty that ended Pontiac's War, followed the

Great Path as far as Tuscarawas. Our best knowledge of the route comes from a map of the Ohio Country made in the same year by Hutchins, who traced it from his own surveys. Edward G. Williams, editor of Bouquet's *Orderly Book*,<sup>2</sup> has transferred it to a modern map.

During the latter half of the eighteenth century, the Great Path was, as its name suggests, a much-traveled highway. Archer Butler Hulbert in his *Red-Men's Roads: The Indian Thoroughfares of the Central West*, calls it "the most important trail of the central west, the main thoroughfare from Fort Pitt to Fort Detroit. It was the western extension," he continues, "of the continental route from the seaboard to the northwest, meeting Nemacolin's Path, which came from Fort Cumberland, at Fort Pitt."<sup>3</sup>

The name Great Path was sometimes given also to the Frankstown Path from the Susquehanna to the Forks of the Ohio. At the Forks, it

made connection with the path to Detroit described above.

#### FOR THE MOTORIST

From Pittsburgh, take *Pa. 65* to Beaver. From Beaver follow *L. R. 278* for about 6 miles and then turn right on *L. R. 04002*, which runs to Blackhawk and the Ohio border.

There is no through road from there to Bolivar, but *U. S. 30* (the Lincoln Highway) follows the path fairly closely from Kensington to Minerva. From there *Ohio 80* will take you through Malvern to Waynesburg and Magnolia, all close to the Great Path. Thence Bouquet's road cut across to the vicinity of East Sparks and so went to Bolivar (Tuscarawas).

<sup>1</sup> Historical Society of Pennsylvania.

<sup>2</sup> "The Orderly Book of Colonel Henry Bouquet's Expedition Against the Ohio Indians, 1764," *Western Pennsylvania Historical Magazine*, XLII (1959), 16-17.

<sup>3</sup> (Cleveland, Ohio, 1900), 10.

## 34. Great Island Path

*From Sunbury to Lock Haven*

The Great Island Path, according to J. P. Meginness,<sup>1</sup> crossed the Susquehanna River at Shamokin (Sunbury) and ascended the ravine on the west side from a point about a quarter of a mile south of the present bridge across the West Branch to Northumberland. For about three miles it followed the ridge which forms the boundary between Snyder and Union counties; ". . . then turning towards the river," as Meginness writes, "it passed over the hill upon the Merrill place; thence followed the river bank through Winfield and Lewisburg; thence to Buffalo Creek, where the iron bridge now spans it. It then curved to the river and passed through Shikellimy's Town [three-quarters of a mile south of West Milton] . . . and along the river road, around the rocks"<sup>2</sup> north of the village of White Deer, into White Deer Hole Valley; thence to the vicinity of Elimsport and over North White Deer Ridge into Nippenose Valley, up which it ran to its head. It then passed through the gap in Bald Eagle Mountain to Lock Haven Reservoir on McElhattan Creek, Shoemaker Park, and Youngdale. There turning southwest, it followed the

West Branch of the Susquehanna to the Great Island (Lock Haven).

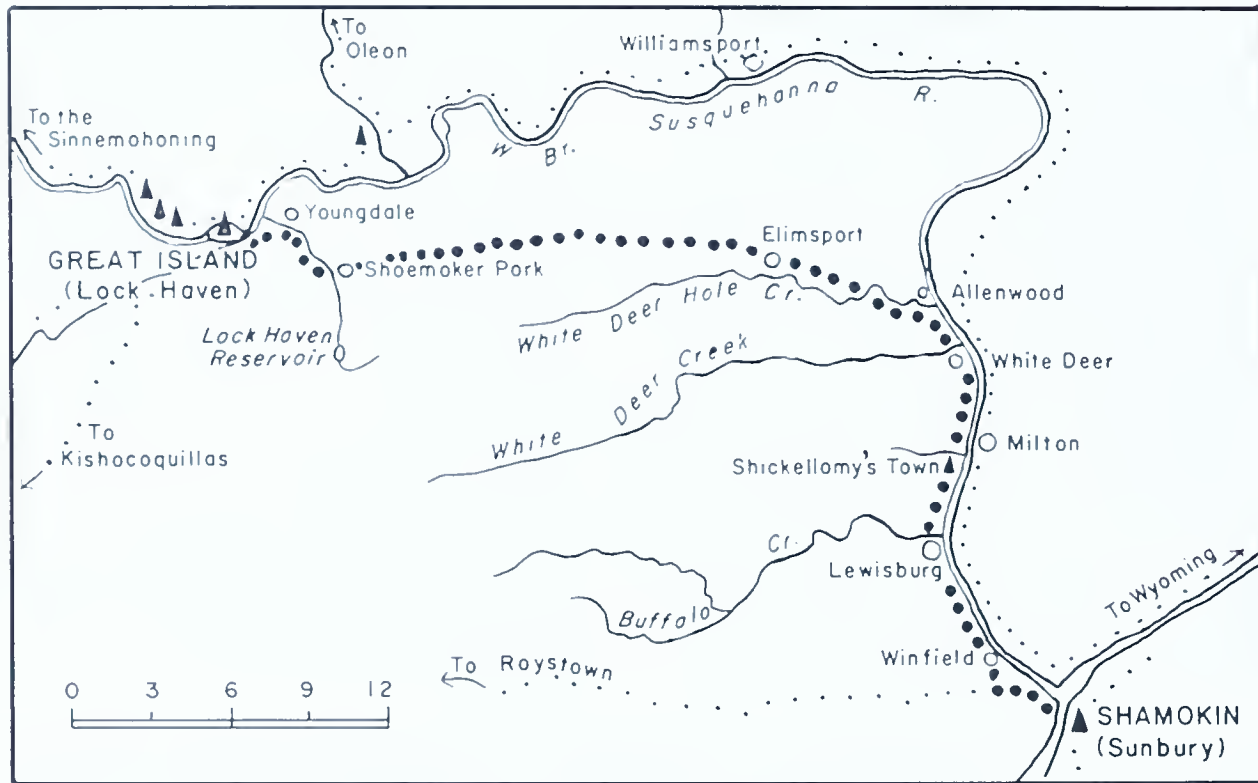
#### FOR THE MOTORIST

From White Deer to Allenwood, take *U. S. 15*. At Allenwood turn left on *Pa. 44* through Elimsport and over North White Deer Ridge to Colomsville and Oval. Veer left at Oval on *L. R. 41013* and follow it to Oriole. From there no road follows the course of the Great Island Path over Bald Eagle Mountain to the Lock Haven Reservoir; but the motorist will get a good idea of the obstacles before the path if he continues from Oriole as directly west as he can go, crosses *Pa. 880*, which in about a mile runs into *L. R. 18019* at the head of Nippenose Valley, and follows *18019* over Bald Eagle Mountain and down a Forestry Road through the gorge of Love Run. At Pine, turn left (west) on *L. R. 18013* for Youngdale. From Youngdale an excursion may be made up McElhattan Creek to the Lock Haven Reservoir in order to see the cleft through which the Great Island Path came down off Bald Eagle Mountain. From Youngdale continue on *18013*

to Castanea and there cross the river to Lock Haven. The Great Island is at the east end of town on U. S. 220.

<sup>1</sup> Otzinachson: *A History of the West Branch Valley of the Susquehanna* (Williamsport, 1889), 89.

<sup>2</sup> *Ibid.*



GREAT ISLAND PATH

## 35. Great Minquas Path

*From Philadelphia to Washington Boro*

The Great Minquas Path was named by the Dutch for the Minquas Indians (the Susquehannocks), from whose territory on the Susquehanna near Washington Boro this path ran to the Philadelphia-Chester area. It was used by the Susquehannocks in historic times as an alternate to their canoe route (see the French Creek Path) for the bringing of furs to Dutch and Swedish trading posts on the Schuylkill and Delaware rivers.

There were many branches at the eastern end, running down to Chester and other points on the Delaware. The eastern terminus of the main path at one time was at Fort Manayunk, which had been established by Governor Johan Printz on the west bank of the Schuylkill near the later Penrose Ferry Bridge. Moving west from Fort

Manayunk, the path ran through Darby, Lima, Gradyville, the Forks of the Brandywine, Mortonville, Parkesburg, Gap, Strasburg, Willow Street, Rockhill (where it crossed Conestoga Creek), to populous Susquehannock settlements by the Susquehanna River.

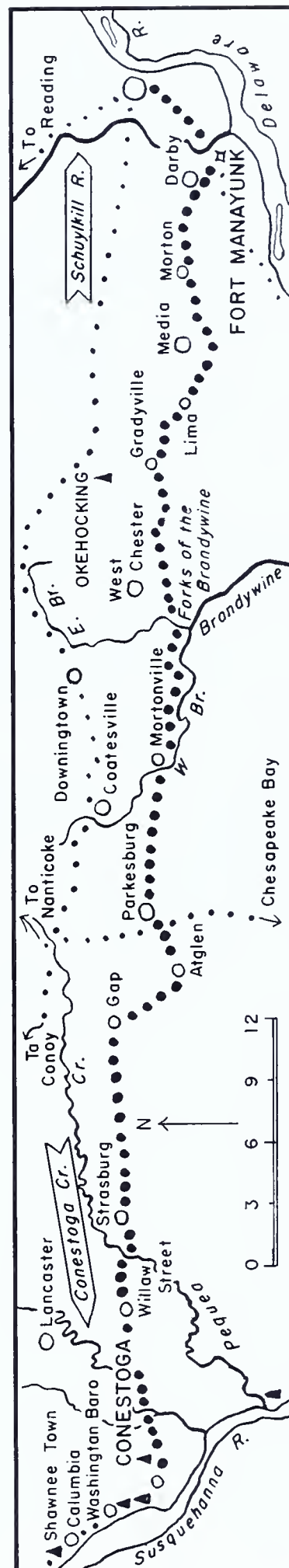
Over this path the Susquehannock Indians yearly brought great wealth in beaver skins to the eastern trading posts. The Minquas Path not only laid foundations for Pennsylvania's commercial development. It also provides a key to much of the Commonwealth's early history. "The struggle by Holland, Sweden and Great Britain for the possession of the Delaware River," writes George P. Doughoo, "was in order to control the trade with the Minquas living on the Susquehanna."<sup>1</sup>

## FOR THE MOTORIST

From the site of Fort Manayunk on the Schuylkill (just south of the new bridge over the Delaware on *Pa. 291*), take the Penrose Ferry Road southwest to Island Avenue, and follow the latter northwest to Blue Ball Tavern and the Old Swedes Mill in Darby. Cross Darby Creek, take *L. R. 23065* to Aldan, and there turn left on *L. R. 23068*. Make the best way you can west through Swarthmore to Rose Valley and Long Point on Ridley Creek. At Long Point there was once a ford, but the motorist will find no bridge here now. He is advised to go the best way he can to *Pa. 352* and take it to Black Horse and Lima. Beyond Lima continue on 352, which is very close to the path, into Gradyville.

It is not possible to follow the path closely by road from Gradyville through the southern outskirts of West Chester to the Brandywine. But there is a road along the West Branch of the Brandywine which keeps pretty close to the trail as far as Mortonville. From there go as nearly west as you can to Briarton, which is on *L. R. 15067*, and Stottsville. There take *Pa. 372* through Parkesburg to Atglen. Turn right on *Pa. 41* to Gap, then left on *Pa. 741* (which follows the path closely) through Strasburg to Lampeter. From Lampeter continue straight west to meet *U. S. 222*, follow it west for about  $11\frac{1}{2}$  miles, and as it turns north leave it for *L. R. 36008*. At this point you are about  $\frac{1}{2}$  mile north of Willow Street, through which the path ran. Follow 36008 for about 4 miles, and then turn left (south) past Postlethwaite's house for Rockhill, where the Great Minquas Path forded Conestoga Creek. Cross the Conestoga and the Little Conestoga and go on as straight west as you can along a ridge overlooking Indian Run from the south, rounding the head of the run to Cresswell. The historic Conestoga Indian Town was about a mile east of Cresswell. From Cresswell, continue on *L. R. 36008* into Washington Boro.

<sup>1</sup>"The Indians of the Past and of the Present," *Pennsylvania Magazine of History and Biography*, XLVI (1922), 185.



GREAT  
MINQUAS  
PATH

## 36. Great Shamokin Path

*From Sunbury to Kittanning*

The Great Shamokin Path ran from the Forks of the Susquehanna to Kittanning ("At the Great River") on the Allegheny.

From about 1718 until the French and Indian War, Shamokin was, as William C. Reichel has described it, "the most important Indian town in the Province of Pennsylvania."<sup>1</sup> Because of its position, commanding important canoe routes and Indian highways, the Iroquois made it the headquarters of their "half king" or viceroy who supervised the Delawares and various refugee groups of Indians (Shawnees, Tuscaroras, Conoys, Nanticokes, etc.) coming up from the south through Pennsylvania to take shelter under the Iroquois "Tree of Peace."

Kittanning, from about 1730 to its destruction by Colonel John Armstrong in 1756, was "the largest Indian settlement in Pennsylvania, west of Shamokin."<sup>2</sup>

At Shamokin the path forded the North Branch of the Susquehanna by way of Shamokin Island to Northumberland. It ran up the east side of the West Branch by a route *Pa. 14* now follows closely as far as Milton, passing on the way the Shawnee town of Chillisquaque, situated on the north bank of Chillisquaque Creek near its mouth. For four miles beyond the creek, the path probably kept closer to where the railroad now runs (through the village of Montandon) than to *Pa. 14*.

Passing through Milton, the great Shamokin Path continued up the east bank of the Susquehanna, leaving *Pa. 14* and following the course taken by *Pa. 405* to Watontown. At Watontown the path forked. One branch continued to follow the river to a point opposite Montgomery, where it turned east to get onto the ridge that forms the boundary between Lycoming and Northumberland counties. The other and better-known branch ran almost straight north for three miles from Watontown to St. John's Church, where it bore right (northeast) and followed Delaware Run to its head at West Point School.

Here, near the Ellis farm, was fought the Battle of Muncy Hills in September, 1763, dur-

ing Pontiac's War, when a body of a hundred or more men from Paxton and vicinity was defeated by the Indians.<sup>3</sup> Descending from the summit of Muncy Hill, the path came in about a mile to the "Mine"<sup>4</sup> on Mine Run, where the Indians are said to have quarried the soft, shaly "black slate" which they used for paint. Today a factory at Muncy still quarries the stone, grinding it down to make a filler for black paint. A mile north of the "paint mine" and on the very bank of the Susquehanna River, the path ran close by the never-failing Warrior Spring.

From the Warrior Spring the path veered east to run through the Indian town at Muncy—named for the Munsee Delawares who settled here for a time on their way west after the Walking Purchase. It forded Muncy Creek about three quarters of a mile above its mouth, crossed Wolf Creek (formerly known as Mingo Run)<sup>5</sup> within sight of an old Indian fort.

Today [wrote Conrad Weiser, March 22, 1737, on his way to Onondaga] we passed a place where the Indians, in former times, had a strong fortification on a height. It was surrounded by a deep ditch; the earth was thrown up in the shape of a wall, about nine or ten feet, and as many broad. But it is now in decay, as from appearance it had been deserted beyond the memory of man.<sup>6</sup>

From the crossing of Mingo Run, the path ran west (still following the Susquehanna River, though at a little distance) to Otstonwakin—now named Montoursville after the famous Madame Montour who was visited here by Conrad Weiser in 1737 and by Count Zinzendorf in 1742. One could ford the Loyalsock here when the water was low, but when the mountain snows melted it was necessary, as Conrad Weiser found, to borrow a canoe. The ford was by way of Montour's Island. West of here, the path ran through what is now Williamsport.

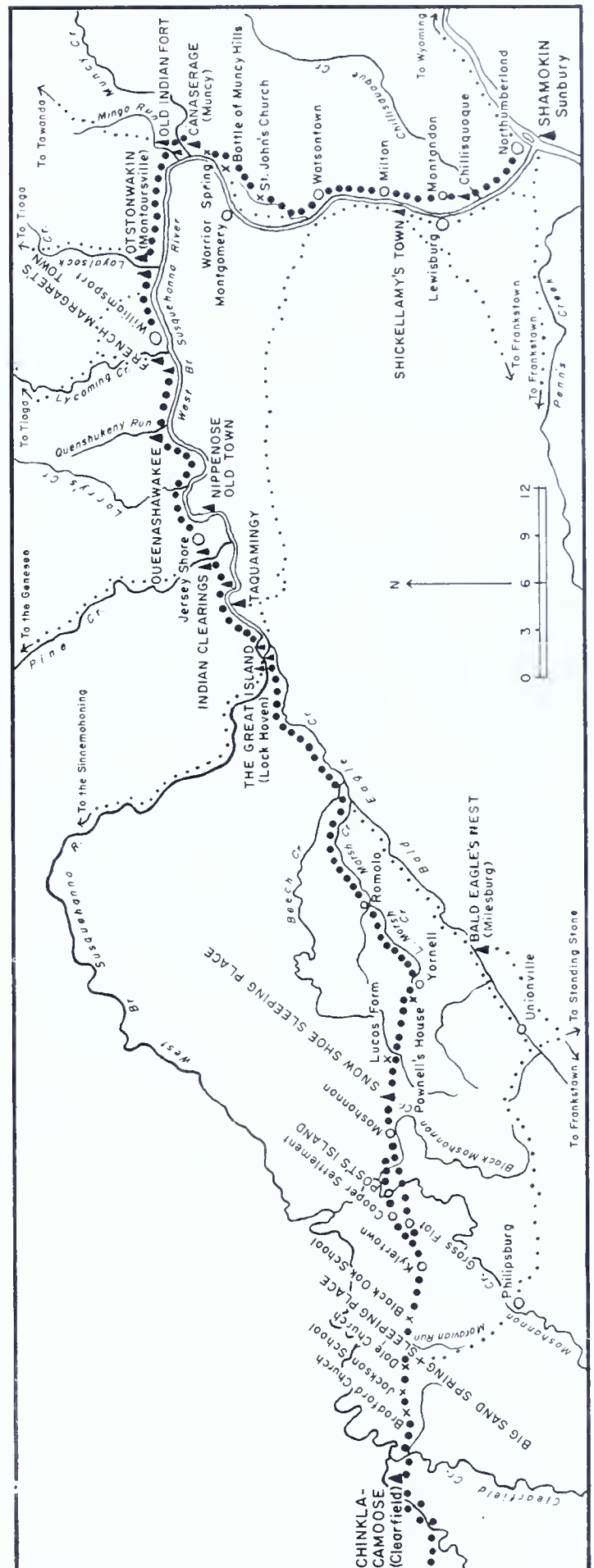
In passing over the ground on which Williamsport stands [writes J. F. Meginess] the path was doubtless located where East Third Street and West Fourth Street are laid down. The course from Third

and Penn streets is said to have been a little north of the present Third Street, following an elevated piece of ground near the line of Willow Street and as far north as Edwin Street, until a point was reached near Park Avenue, when the present Fourth Street was followed to Lycoming Creek and French Margaret's Town, near the mouth.<sup>7</sup>

From French Margaret's Town (which is shown on Nicholas Scull's *Map of the Improved Part of the Province of Pennsylvania, 1759*, as on the west bank of the Lycoming), the path proceeded directly west at a little distance from the river to the Indian town of Quenashawakee at the mouth of what is now known as Quenshukeny Run. It forded Larry's Creek near its mouth, passed Jersey Shore and the Indian clearings by Pine Creek, and forded the creek about two miles above its mouth. Then, skirting the old Indian settlement of Taquaminy, it came to the Great Island (Lock Haven).

Here, at the junction point of several important Indian paths, it forded the Susquehanna and went up Bald Eagle Creek (named for a Munsee Indian, Bald Eagle, who lived at Bald Eagle's Nest [Milesburg]) following a course much the same as that now taken by U. S. 220, through Flemington. It forded Beech Creek and ran west for about a mile and a half to Marsh Creek, where it turned and ran up its north bank as far as Romola. Thence it followed Little Marsh Creek for about nine miles to Yarnell and began the ascent of the Allegheny Front.

Turning west-northwest at Yarnell, it took a nearly direct course—60 degrees west of north—up the crest of a long ridge beginning about half a mile east of the late Elmer Pownell's house, and passed a little west of a deer lick two miles from Yarnell. A mile farther on, it bore west and followed a course close to that of Pa. 53. It passed the place where Baptiste Lucas (according to his descendant, R. H. Lucas of Clearfield, R. D.) laid out a farm in 1801, and where may be seen the dead trunks of apple trees whose ancestors are said by Mr. Lucas to have been grown from seed supplied by Johnny Appleseed, who passed this way *en route* to the West. In about three miles it came to "Snow Shoe Camp about a Mile west from the sleeping Place of that name,"<sup>8</sup> which was probably where Bishop Ettwein and



GREAT SHAMOKIN PATH, EAST

his party "saw the bold peaks between the West Branch and the Juniata."<sup>9</sup>

At Moshannon, the path forked, the two branches leading to different fords of Moshannon Creek. According to R. H. Lucas, "the trail going west passed exactly where the church in the southern outskirts of Moshannon is. Thence it descended to the valley, where the modern road, *Pa.* 53, follows it. It crossed the Black Moshannon at a point where this stream swings round the bend of the mountain to Post's Island,<sup>10</sup> where it crossed the Moshannon." Thence it is said to have gone up Crawford Run to Cooper Settlement and so, as *Pa.* 53 now goes, to Kylertown.

The other path crossed the Black Moshannon a mile and a quarter from its mouth,<sup>11</sup> and ran southwest to cross the Big Moshannon about a mile and a quarter (as the bird flies) south of Post's Island and a mile and a half south of *Pa.* 53. It ascended the hill beyond the Moshannon, and ran through the village of Grass Flat to join the other path at Kylertown.

The Moshannon and its smaller brother, the Black Moshannon (formerly known as the Little Moshannon),<sup>12</sup> were awkward streams to cross when the water was high. Bishop Ettwein wrote in his diary for July 8, 1772: "Advanced six miles [from a camp about a mile west of Snow Shoe] to the West Moshannek over precipitous and ugly mountains, and through two nasty rocky streams. In fording the second, I fell neck deep into the water. Had it been at any other season of the year, we could not have endured so much wading in streams."<sup>13</sup> Travelers by the Great Shamokin Path, in order to save themselves from these difficult crossings, sometimes avoided the Marsh Creek and Snow Shoe route altogether by making a wide detour up Bald Eagle Creek to the mouth of Dicks Run (a mile and a quarter above Unionville), taking Bald Eagle's Path west, and crossing the Moshannon about three miles south of Philipsburg.

From Kylertown (where the two branches from Snow Shoe and Moshannon came together again) the Great Shamokin Path ran west by what is now an old township road past Black Oak School. About a mile west of Moravian Run (according to Harold D. Woolridge of Clearfield,

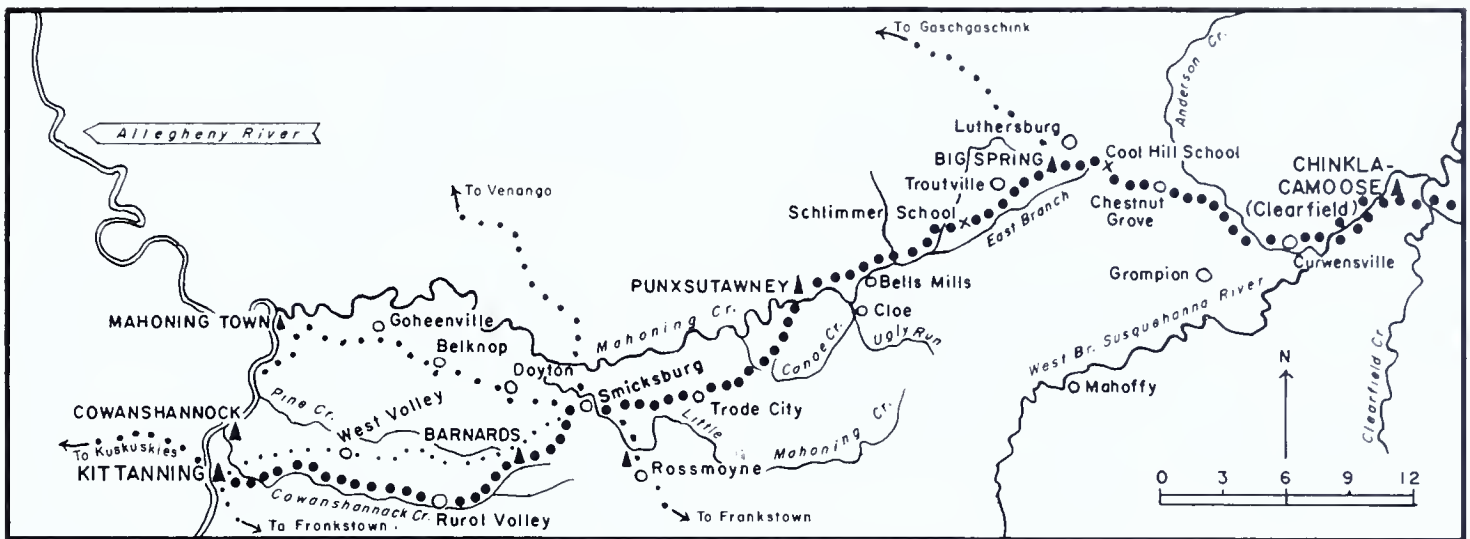
who has plotted the route from Post's Island to Clearfield Creek), there was a "sleeping place" at the Big Sand Spring. From this point the path ran north along a ridge to Dale Church and west on the same ridge past Jackson School. It crossed Valley Fork Run, followed another ridge west past Bradford Church, and ran on down the tongue of the ridge past the Orvis Woolridge farm and the Golden Rod development to a camp near Clearfield Creek.

The creek was forded about half way between Owens Run and Roaring Run,<sup>14</sup> nearly half a mile south of the bridge on *U. S.* 322. Thence it bore slightly north of west as it ascended the hill and ran down into Chinklacamoose (Clearfield) by way of the present Fifth Street. An alternate route<sup>15</sup> crossed Clearfield Creek about where *U. S.* 322 crosses, and came over the hill to Clearfield by way of Pine Street.

Between Chinklacamoose and the mouth of Anderson Creek (Curwensville), several crossings of the Susquehanna were made necessary, as Harold Woolridge has noted, in order to escape the high laurel bushes, which were a nightmare to travelers. Christian Frederick Post in 1758 recorded crossing the river six times in this seven-mile stretch; Bishop Ettwein in 1772 crossed it three times in the first four miles.

From Curwensville the path ran three miles up Anderson Creek, then ascended the hill to the west, and continued in a northwesterly direction along the summit of a ridge which is now followed by *Pa.* 861 through Chestnut Grove to Coal Hill School. Here the modern highway parts from the old path, the latter running parallel with the road but about a quarter of a mile south of it as far as the Big Spring in the vicinity of Luthersburg. The spring is about a third of a mile southwest of the junction of *Pa.* 410 with *U. S.* 322 in Luthersburg.

There was a "Parting of the Ways" at the Big Spring. Mead's Path to Venango ran northwest, while the Great Shamokin Path ran southwest. The latter crossed Stump Creek in about a mile, and then ran south to meet the East Branch of Mahoning Creek, which it followed to its junction with Beaver Run. Crossing Beaver Run, it appears to have left the East Branch, run southwest to Stump Creek, and followed this to where



## GREAT SHAMOKIN PATH, WEST

its junction with the East Branch formed the Big Mahoning. The Shamokin Path followed the latter to Bells Mills and Punxsutawney.

The best way to follow the path from Clearfield through Punxsutawney as far west as Smicksburg is to trace the route taken by Bishop John Ettwein<sup>16</sup> and his two hundred Indians with their cows, on removal from Friedenshütten (Wyalusing) on the North Branch of the Susquehanna to Friedensstadt (Moravia) on the Beaver River. On the evening of July 17, Ettwein and his party camped in "a narrow and stony spot" at the mouth of Anderson Creek (Curwensville). Next morning they left the West Branch and traveled "three miles to the north-west up the creek, crossing it five times. Here the path went precipitately up the mountain. . . ." Ettwein did not give the miles traveled that day, but noted that they camped at a spring. This was probably at Chestnut Grove, which was as far as the cows could have traveled that day. The rivulet here he mistakenly called "the first waters of the Ohio"—no doubt because it was running west where he saw it, and he could not know that it soon turned south to enter the Susquehanna at Bells Run.

After spending Sunday, July 19th, here—in quiet but not in peace, because of the "punkies" which gave the region an evil name—they traveled five miles "through the swamp" to where their path, as he said, "crossed" the path to Goschgoschink and the upper Allegheny. Five miles from Chestnut Grove would bring them to the Big Spring, where the path to Venango and

Goschgoschink forks from the path to Kittanning. It is probable that Ettwein mistook the separation of the two paths for a crossroad.

Two miles beyond this "parting of the ways" at the Big Spring, they camped at a small run at the head of the East Branch of Mahoning Creek. Next day, July 21, they "proceeded six miles to the first creek": i.e., in a southwesterly direction past the old East Branch School and Schlimmer School to Stump Creek, which they forded about a mile beyond the latter school. On July 22, they "journeyed on four miles [via Stump Creek and Mahoning Creek], to the first fork, where a small creek comes down from the north." This would probably be Big Run. On July 23, they traveled another "four miles to the second fork—to a creek coming in from the south-east." This would be Canoe Creek, which enters Mahoning Creek at Cloe.

Here, on July 24, they left Mahoning Creek and went "over valleys and heights to a spring," thankful to have at last got rid of the "ponkis." The spring at which they camped after a stint of five miles was probably in the vicinity of Dutch Run, about a mile and a half south of Fordham. On July 25 they advanced another five miles and camped at a salt lick, probably about two miles west of Trade City, on Pa. 954. Sunday the 26th they lay by, fishing and exploring the country round them. On the 27th they proceeded four miles "over a long mountain to Tschachkat" (Smicksburg?), "where the path from Ligonier [to Goschgoschink] passes north, then four miles over a mountain to a creek coming from the

south-west [Glade Run at Dayton] and then one mile to a small run."

Bishop Ettwein's party had before this left the direct route from Shamokin to Kittanning. After climbing a hill (where the modern road runs) west of Smicksburg, they had come to a parting of the ways. They took the northern fork, thus leaving the main branch of the Great Shamokin Path, no doubt in order to save themselves some miles on the long journey to the Kuskuskies (New Castle and vicinity). They found a good ford of the Allegheny River not far above the Indian town of "Kawuntschonnink."

Ettwein tells us that his party struck the river about eight miles above Kittanning. It is not unlikely that there was a path from that point south to Kittanning. But there must have been a more direct path from Punxsutawney and Smicksburg. During the French and Indian War Kittanning was an important Delaware settlement and warriors used the path to Punxsutawney and Shamokin, surely without such a detour as that to Cowanshannock on the Allegheny. The white man early made a road (shown on Melish's map of Pennsylvania, 1822) running east from Kittanning, which crossed Cowanshannock Creek in about a mile and a half, continued east on the ridge between the Cowanshannock and the South Fork of Pine Creek, and ran through the hamlet of West Valley to the headwaters of both creeks. It crossed Little Mahoning Creek in the vicinity of Smicksburg and reached Canoe Creek a trifle south of Punxsutawney at or near Cloc. This would have made a good dry Indian path.

Another likely route—one that was used in stage-coach days—ran west from the "parting of the ways" (three quarters of a mile west of Smicksburg), came through Barnards and Rural Valley, and followed Cowanshannock Creek. Barnards on the old coach road is replete with Indian tradition. According to John M. Kirkpatrick<sup>17</sup> there was an Indian settlement back of Barnards as late as the 1820's. His father (born in 1823) while still a small boy was once taken by the Indians to visit an old woman in their village up in the hollow.

The Cowanshannock Creek branch of the Great Shamokin Path kept to the north side of

the stream to the crossing, which was about two miles east of Kittanning. Thence it ran almost straight west, probably, according to Perry King of Kittanning, coming down the dry valley of Truby Run and passing just north of the present courthouse to Jacobs' cabin.

Jacobs' cabin was in 1756, at the time of Armstrong's attack, the focus of the Indian town. Harry Flemming of West Kittanning is authority for the tradition that "Jacobs' cabin was on the site of the present Alexandra Hotel, on the north side of Market Street about a block and a half west of (below) the courthouse."

"The ford at Kittanning," continues Mr. Flemming, "was about a hundred yards north of the Market Street Bridge. We kids used to lock arms and cross. At places you had to go on tiptoes. In slack water the river could be forded almost any place."

An Indian path ran west from Kittanning through Butler to the Kuskuskies.

The Cowanshannock branch gave the traveler the advantage of easy grades, but it would be difficult in wet weather, because the valley is flat and the path is crossed by many small streams coming down off the hills. The early settlers, who used both routes, may have inherited from the Indians a choice of roads for the changing seasons.

The Shamokin Path as a thoroughfare between the Susquehanna and the Allegheny rivers was better known among the Indians than among the white people. Charles A. Hanna was of the opinion that the Great Shamokin Path was probably "the earliest path used by the Pennsylvania Indians in their journeys from the Susquehanna to the Ohio."<sup>18</sup> But after 1745 it dropped out of use until, that is, the French and Indian War brought Delaware and Shawnee warriors back over it in an attempt to recover the eastern lands they had lost.

This was the path over which Barbara Leininger and Marie Le Roy, captured near Shamokin (Sunbury) on October 6, 1755, were taken to Kittanning.<sup>19</sup> They stopped for ten days at "Jenkiklamuhs, a Delaware town," and for five days at "Puncksotonay." On reaching Kittanning, the girls received the customary "welcome" accorded

to prisoners. "It consisted of three blows each on the back. They were, however, administered with great mercy. Indeed, we concluded that we were beaten merely in order to keep up an ancient usage and not with the intention of injuring us."

#### FOR THE MOTORIST

From Sunbury take *Pa. 14* north through Milton. Three quarters of a mile beyond Milton, leave *14* and continue north on *Pa. 405* to Watertown. There turn right on *L. R. 49061*. Follow it for about a mile to where it forks. Take the left branch (straight ahead) and follow this township road for about  $1\frac{1}{2}$  miles to its junction with *L. R. 49062*. Follow the latter for a little over 4 miles to the summit of Muncy Hill and the Lycoming County line, where the road changes its number to *L. R. 41062*.

Follow *41062* (which for several miles lies a few hundred yards west of the path) into Muncy. There turn left on *Pa. 14*, which soon merges with *U. S. 220*. Continue on *220* through Montoursville, Williamsport, Linden, and Jersey Shore to Lock Haven (the Great Island) and on up Bald Eagle Creek to Blanchard. There turn right on *L. R. 14009* and follow it up Marsh Creek to Romola and up Little Marsh Creek to Yarnell.

It is not possible for the motorist to follow the Great Shamokin Path as it climbed the Allegheny Front. But, if you care for an exciting mountain drive, you will enjoy the winding road which keeps in the general proximity of the path from Yarnell to Rhodes. A simpler plan, however, would be to continue on *L. R. 14009* from Yarnell to its junction with *Pa. 53*, there turn right, and run west to Rhodes.

From Rhodes continue on *Pa. 53* (which is never very far from the old path) through Snow Shoe and Moshannon. The highway crosses Moshannon Creek about half a mile north of Post's Island. Road and path are almost identical for a distance of about  $1\frac{1}{2}$  miles between Drifting and Drain Lick. Then the path leaves *53* and runs for 9 miles along the ridge north of it.

Beyond Kylertown, as you approach the valley of Moravian Run leave *Pa. 53*, which here turns sharply south, and continue west on *Pa. 153* to its junction with *U. S. 322*. Turn right on *322*

and follow it to Clearfield. At the crossing of Clearfield Creek, *322* breaks away from the old path. Instead of going over the hill behind the town as the path did, the modern highway follows Clearfield Creek around the base of the hill. There are roads over the hill, but none of them follows the old path very closely.

From Clearfield continue on *U. S. 322* through Curwensville and Chestnut Grove to Luthersburg. There leave *322* and turn left (southwest) on *Pa. 410*. From the Parting of the Ways at the Big Spring, *Pa. 410* follows the old path closely for about 2 miles, but by the time the modern road reaches Troutville it is  $\frac{1}{2}$  mile or more west of the path. About 2 miles beyond Troutville, road and path come together again. In another  $1\frac{1}{2}$  miles, *410* merges with *U. S. 119*, which you will follow for the next dozen miles.

At Bells Mills, *U. S. 119* leaves the Shamokin Path (which ran through Cloe) and passes through Punxsutawney, there turning south to pick up the Indian path again about 2 miles beyond the town and follow it for  $1\frac{1}{2}$  miles. About  $\frac{1}{2}$  mile after *119* passes the junction with *Pa. 210*, turn right on a township road. This follows the path for about  $1\frac{1}{2}$  miles to Dutch Run, and there comes into *Pa. 210*. Go west on *210* to Trade City. There take *Pa. 954* west, and follow it to Smicksburg.

From Smicksburg it is impossible to follow Bishop Ettwein's route by motor car. The motorist is advised to take the shortest route to Kittanning. That is by *L. R. 32097*, which becomes *L. R. 03074* on crossing from Jefferson into Armstrong County. At Barnards (about  $1\frac{1}{2}$  miles west of the county line) *03074* turns into *Pa. 839*, and this latter road in about  $2\frac{1}{2}$  miles runs into *Pa. 85*. Follow *85* to Kittanning.

<sup>1</sup> *Memorials of the Moravian Church*, William C. Reichel, ed. (Philadelphia, 1870), I, 66.

<sup>2</sup> George P. Donehoo, *Indian Villages and Place Names in Pennsylvania* (Harrisburg, 1928), 82.

<sup>3</sup> For the exact location, see Warrantee Survey C 234-135: to Samuel Titmus, 318 acres "Situate on the old Indian Path [which is here shown] Leading over Muncy Hill and joining the Battle ground." For a history of the encounter, see T. Kenneth Wood, "The Battle of Muncy Hills," *Now and Then*, IV, 105-111.

<sup>4</sup> Survey dated 1768, Draft of Old Manors, p. 20, Bureau of Land Records, Harrisburg.

<sup>5</sup> See Warrantee Survey D 62-19, which shows "Wolf Run or Mingo."

<sup>10</sup> Paul Wallace, *Conrad Weiser, Friend of Colonist and Mohawk* (Philadelphia, 1945), 80.

<sup>11</sup> J. T. Meginniss, *Ottinachson: A History of the West Branch Valley of the Susquehanna* (Williamsport, 1889), 90.

<sup>12</sup> Warrantee Survey C 441.

<sup>13</sup> *Pennsylvania Magazine of History and Biography*, XXV (1901), 212.

<sup>14</sup> Christian Frederick Post is said to have forded the Moshannon here on his journey in 1758 to Venango.

<sup>15</sup> Warrantee Survey A 77-101.

<sup>16</sup> See Reading Howell's *Map of the State of Pennsylvania*, 1792, and also Warrantee Survey A 77-101.

<sup>17</sup> *Pennsylvania Magazine of History and Biography*, XXV (1901), 213.

<sup>18</sup> Warrantee Survey D 17-152.

<sup>19</sup> Suggested by Warrantee Survey D 17-152.

<sup>20</sup> "Rev. John Ettwein's Notes of Travel from the North Branch of the Susquehanna to the Beaver River, Pennsylvania, 1772," John W. Jordan, ed., *Pennsylvania Magazine of History and Biography*, XXV (1901), 208-219.

<sup>21</sup> Interviewed by the writer, in company with Mr. Perry King of Kittanning, September 27, 1962.

<sup>22</sup> *The Wilderness Trail* (New York, 1911), I, 247.

<sup>23</sup> The "Narrative of Marie Le Roy and Barbara Leininger" appears in an English translation in *Pennsylvania Archives*, Second Series, VII (Harrisburg, 1878), 401-412. It is quoted at length by W. J. McKnight, in *A Pioneer History of Jefferson County, Pennsylvania* (Philadelphia, 1898), 33-40.

## 37. Great Warriors Path

### *From Athens to Sunbury*

At Tioga (Athens) the Great Warriors Path was fed by Indian highways from all parts of the Six Nations home country, which at one time extended from the Hudson River to Niagara. At Shamokin (Sunbury) there were several offshoots: the Great Shamokin Path to Kittanning, the Penns Creek Path to Frankstown, the Tuscarora Path to North Carolina, the Paxtang Path to Harrisburg, and the Tulpehocken Path to Philadelphia. The Great Warriors Path was used not only in war but also in peace. It was the designated road for Iroquois ambassadors traveling south to "brighten the chain of friendship" with Brother Onas at Philadelphia or with Maryland and Virginia at Lancaster.

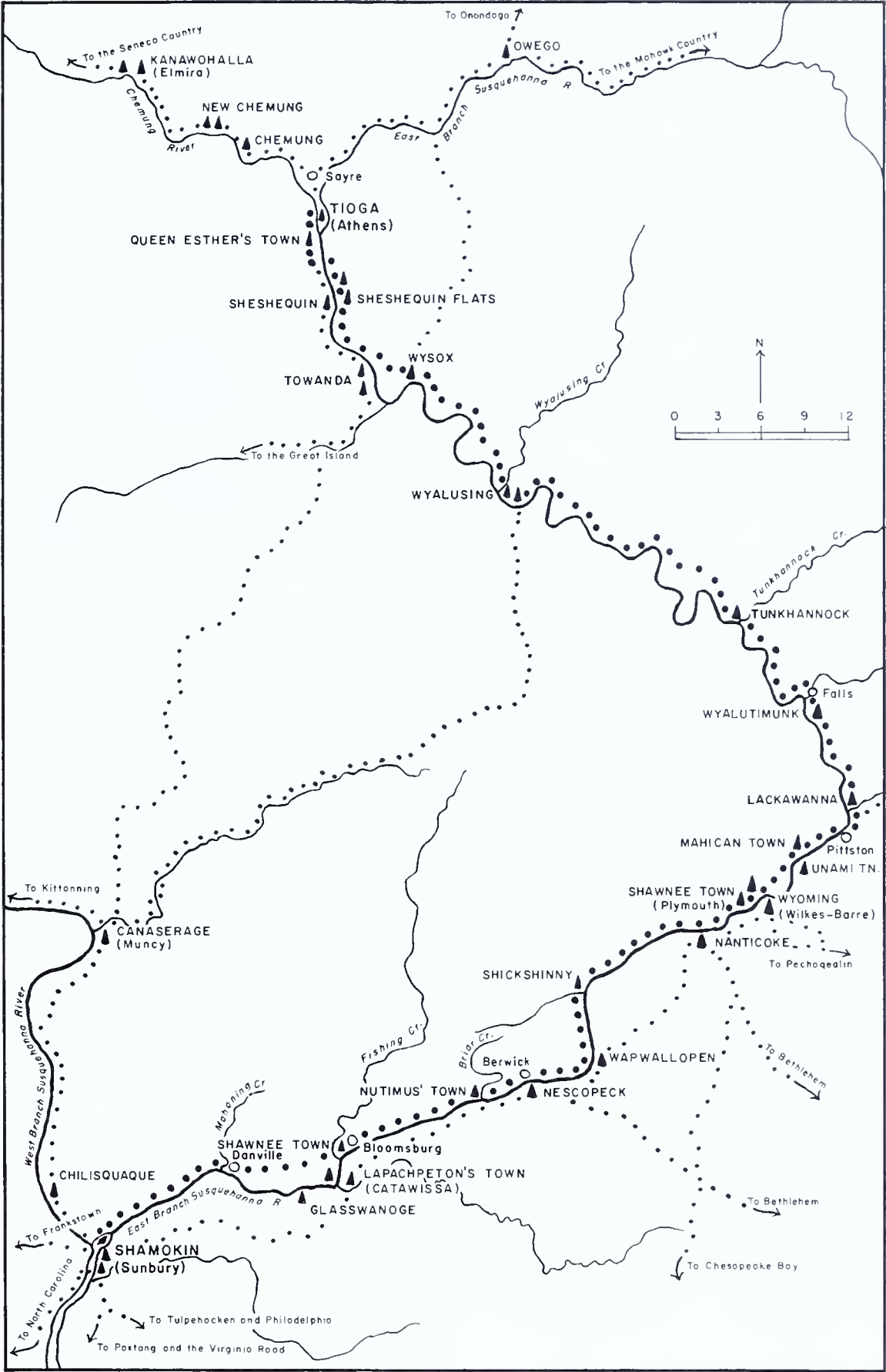
From Tioga the Great Warriors Path crossed the Chemung River, ran south past Queen Esther's Town (between Greene's Landing and Milan), and about a mile below Milan crossed the Susquehanna to the east bank. Running south through Old Sheshequin Flats (opposite the Indian town of Sheshequin, now Ulster), it went on for another six miles before ascending Breakneck Hill opposite Towanda. It continued on the east bank, here and there straightening its course, however, in order to avoid some of the deep loops which the river makes between Towanda and the big bend at Lackawanna.

A few miles below Wysox, it climbed the Wyalusing Rocks and in a mile and a half came to the Indian town of Wyalusing, near which the Moravians built in 1765 the model Indian town

of Friedenshütten. After passing Tunkhannock, Buttermilk Falls, and Wyalutimunk (Old Man's Town), the path reached Lackawanna at the mouth of the Lackawanna River. It crossed the creek to Pittston, forded the Susquehanna River, and followed the west bank the rest of the way. It passed Forty Fort and the site of the Battle of Wyoming. Opposite Wyoming Indian Town (Wilkes-Barre) it passed a Mahican settlement and below it, at Plymouth, a Shawnee settlement, sometimes known as Paxinosa's Town. A few miles below this, travelers by the Great Warriors Path may have seen remains of the town of Nanticoke, which was occupied by the Nanticoke Indians from 1748 to 1753.

Hemmed in between the river and Shickshinny Mountain, the path ran on to a Munsee settlement, Neolegan's (Newallika's) Town at the mouth of Shickshinny Creek. Continuing down the west side opposite the Indian town of Mocanqua, the path came by Indian fields and cabins to a point opposite Wapwallopen and so on to what is now Berwick, opposite the Indian town of Nescopeck. At the mouth of Briar Creek it came to several villages, each one of which was known at some time as Nutimus' Town.<sup>1</sup>

Running on through a Shawnee town at Bloomsburg and crossing Fishing Creek, the Great Warriors Path kept inland to avoid a wide river curve. It came to the mouth of Mahoning Creek at Danville. From there it followed the river to Northumberland. Crossing the East



GREAT WARRIORS PATH

Branch by way of Shamokin Island, it came to Shamokin Indian Town.

#### FOR THE MOTORIST

From Athens take *L. R. 08077* south along the east bank of the Susquehanna to North Towanda, where the road crosses to the west bank. There take *U. S. 6*. In about 2 miles *6* crosses from Towanda to the east bank. Follow it through Wysox, over Wyalusing Rocks, and through the towns of Wyalusing and Meshoppen to Tunkhannock.

At Tunkhannock, take *Pa. 92* and follow it to Falls, site of the exquisite Buttermilk Falls. There leave *Pa. 92*, which crosses to the west side, and take the country road running south along the east bank as the Great Warriors Path did. Follow the road down the east bank through Ransom and at the foot of Campbell Ledge to

cross the Lackawanna River into Pittston.

At Pittston pick up *U. S. 11*, cross the river, and follow *11* through Kingston, West Nanticoke, Shickshinny, Berwick, Bloomsburg, and Danville to Northumberland. There take *Pa. 14* across the East Branch to Sunbury.

A quicker but less close following of the Great Warriors Path would be to take *U. S. 220* and *6* from Athens through Towanda to Tunkhannock, there take *Pa. 92*, follow it to West Pittston, and from that point follow *U. S. 11* as before.

<sup>1</sup>See Application No. 41 (New Purchase), to John Hoofnagle: "On the West side of the North East Branch of Susquehanna, Beginning about half a Mile below the place where the Old Nutmess lived (about 4 miles below Niscopeck falls) and extending up the River about  $\frac{3}{4}$  Of a mile including the said place." See also Survey A 6-284: "... including the Old fields on the South West side of Kahawanishoning or Briar Creek." See further Nicholas Scull's map of Pennsylvania, 1759.

## 38. Hays Mill Path

*From Somerset to Cumberland, Md.*

The Hays Mill Path was the common name of a packer's path, said to have been an Indian path, which ran from the Glades of Cox's Creek near Somerset to Fort Cumberland. On warrantee surveys it was called "the path leading from Simon Hays Mill to Fort Cumberland" (C 229-68) or "the Old Path leading from the Glades to Fort Cumberland" (C 204-119).

According to William H. Wellfley, in his history of Somerset County, it left the Glades near where Ankeny's Mill was built (just south of Somerset) and went out "by way of the locality known as Break Neck."<sup>1</sup> South of Berlin it took a course roughly parallel with that of the Plank Road (still so designated) crossing Blue Lick Creek at Hays Mill and joining the Plank Road on the Allegheny Mountain. Immediately after the junction, it is shown in the vicinity of Pleasant Union.<sup>2</sup>

There is some question about its course from that point. About a mile below the summit of the Allegheny Mountain, there was a fork. One branch went south, very nearly as *Pa. 160* does,

to Wellersburg and Barreelsville, then turned east to Corriganville. There it met the Warriors Path from Raystown and turned south with it for Wills Creek (Cumberland). Wellfley thinks the Hays Mill Path crossed the Maryland border in the neighborhood of Korn's Mill, which is not far from Wellersburg.

The so-called Cumberland Road, on the other hand, which is often confused with the Hays Mill Path, took the other branch of the fork, running east and descending the deep valley of Gladdens Run to meet the Warriors Path (*Pa. 96*) at Palo Alto.

#### FOR THE MOTORIST

A general view of the terrain traversed by this path may be had if one takes the Plank Road, *U. S. 219*, to Berlin and *Pa. 160* from Berlin south. *Pa. 160* passes a mile east of Hays Mill. A detour may easily be made to Hays Mill by taking the right fork (about 4 miles south of Berlin) on *L. R. 55137*, which in a little over a mile will bring you to the place. From there take a town-

ship road south to rejoin *Pa. 160* in about 2½ miles on the summit of the Allegheny Mountain.

About 7 or 8 miles farther on, *160* crosses Little Savage Mountain to Pleasant Union. A mile or so east of the Little Savage crest, *160* makes an acute angle, almost reversing itself. Here are the forks. For the Wellersburg route, turn sharply right (south) and continue on *160* into Maryland.

For the Palo Alto route, go east and descend into the valley of Gladdens Run. Follow the valley road past Gladdens and through the gap in Little Allegheny Mountain to meet *Pa. 96* at Palo Alto. Turn right (south) on *96* for the Maryland line, Corriganville, the Narrows of Wills Creek, and Cumberland.

<sup>1</sup> *History of Bedford and Somerset Counties, Pennsylvania*, William H. Koontz, ed. (New York, 1906), II, 195.

<sup>2</sup> See Bedford County Warrants, S 431 (John Stoner), "on both sides of the road from Simon Hays Mill to Cumberland on a head of Jennings's Run." See also the ensuing Warrantee Survey D 5-158, on which this highway is marked "Plank Road."

## 39. Horseheads Path

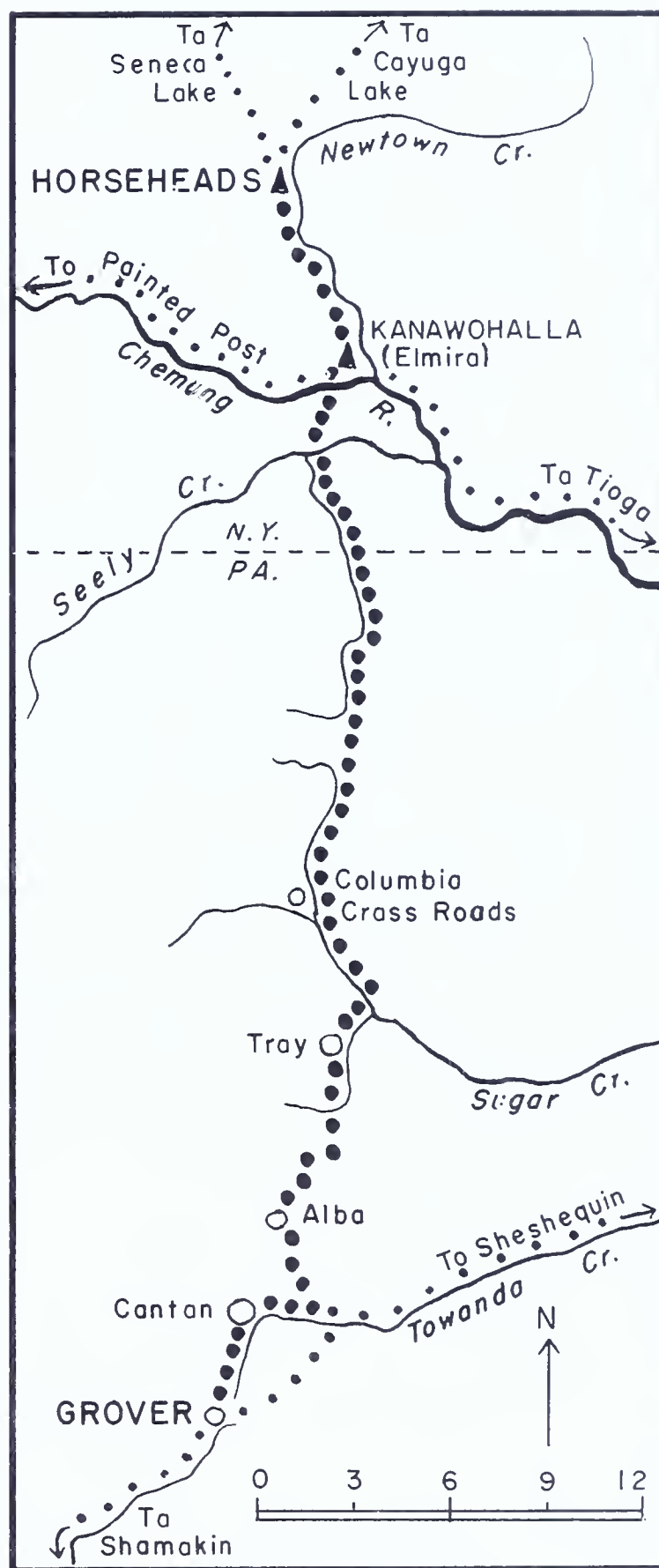
*From Grover to Elmira and Horseheads, N. Y.*

North of Williamsport and Montoursville, the Horseheads Path branched off the Sheshequin Path at Grover, at the head of Lycoming Creek, where the Sheshequin Path turned east.

From Grover it ran north to Canton and Troy, crossed Sugar Creek, and ran up the valley of Wolf Creek through Columbia Cross Roads. It forded the Chemung River at the Indian town of Kanawohalla (Elmira, N. Y.), and went on to Horseheads, five miles north of Elmira. From Horseheads the main path ran north to Seneca Lake, while a branch ran northeast to Cayuga Lake.

The path is described in the first issue of the *Chemung County Historical Journal*:<sup>1</sup> "... a branch of the Lycoming [Sheshequin] trail ... came up from Pennsylvania along Route 14 through Canton and Troy and down South Creek to Seely Creek, thence north along Pennsylvania Avenue and Sly Street to the Chemung River. After crossing the river, the trail continued

northward along Sullivan Street, thence along the Lake Road to Horseheads. Here one trail went northeastward along Route 13 to Ithaca,



HORSEHEADS PATH

while the other continued northward along Route 11 to Montour Falls. At this place the trail divided, one branch going down the east side of Seneca Lake along present Route 414, the other, down the west side of the lake along Route 14."

#### FOR THE MOTORIST

From Williamsport, follow *Pa. 14* all the way through: to Grover, Canton, Alba, Troy, Columbia Cross Roads, Elmira, and Horseheads.

(Vol. I, No. 1 (September, 1955).

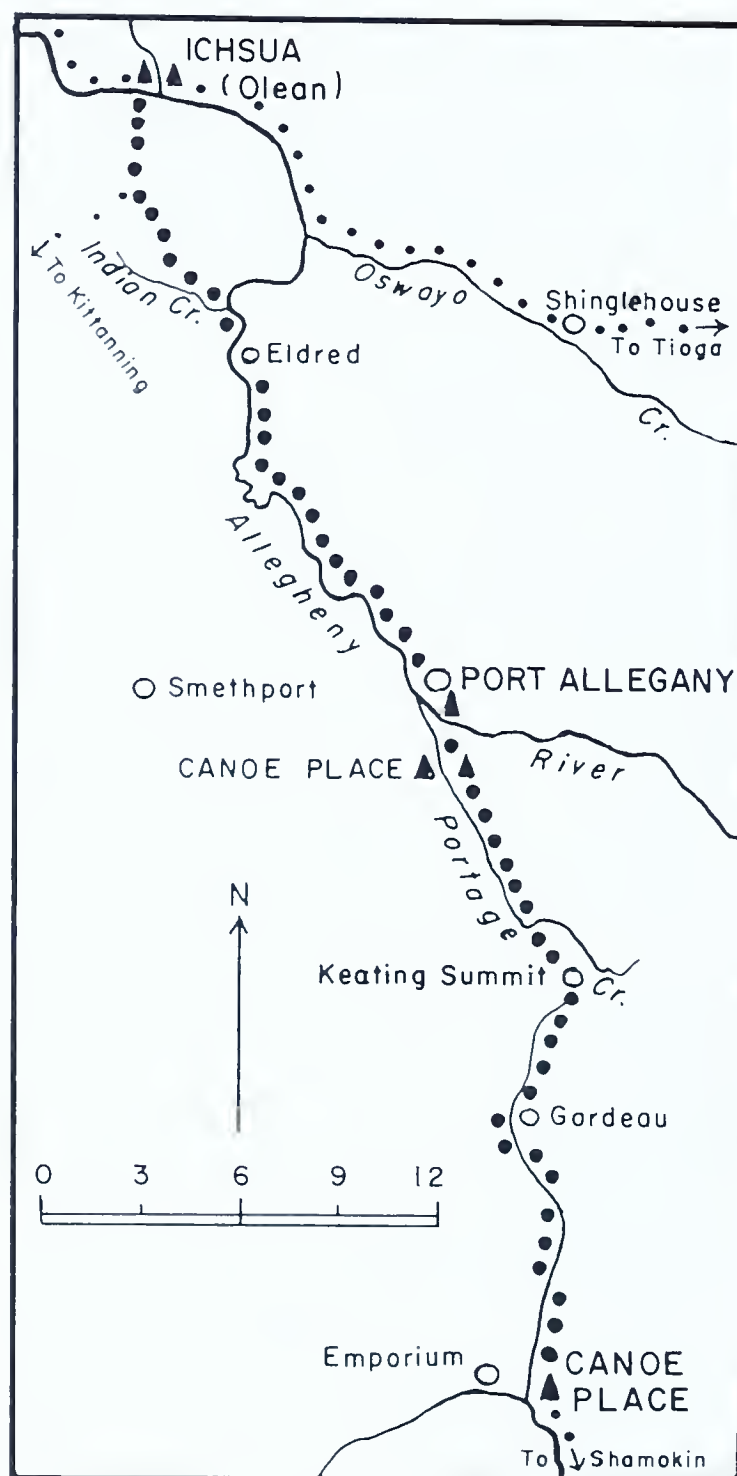
## 40. Ichsua Path

*From Port Allegany to Olean*

The Ichsua Path was a continuation of the Sinnemahoning Path (from the Lock Haven to Emporium) and the Portage Path (from Emporium to the Canoe Place at or near Port Allegany). The Adlum-Wallis map of 1793 or '94 shows a path from the Canoe Place following the east side of the Allegheny River to the vicinity of Eldred. Fording the river, it crossed Indian Creek at what is still known as Indian Crossing, and went over the hills to ford the Allegheny again just above the mouth of Ichsua Creek and so enter the town of Ichsua (Olean).

#### FOR THE MOTORIST

From Port Allegany take *Pa. 155* to the north end of Eldred Boro. There turn left on *Pa. 146*, cross the Allegheny River, and in less than a mile turn sharp right for the New York border and Olean (Ichsua).



ICHSUA PATH

## 41. Juniata Path

*From Dalmatia to Lewistown*

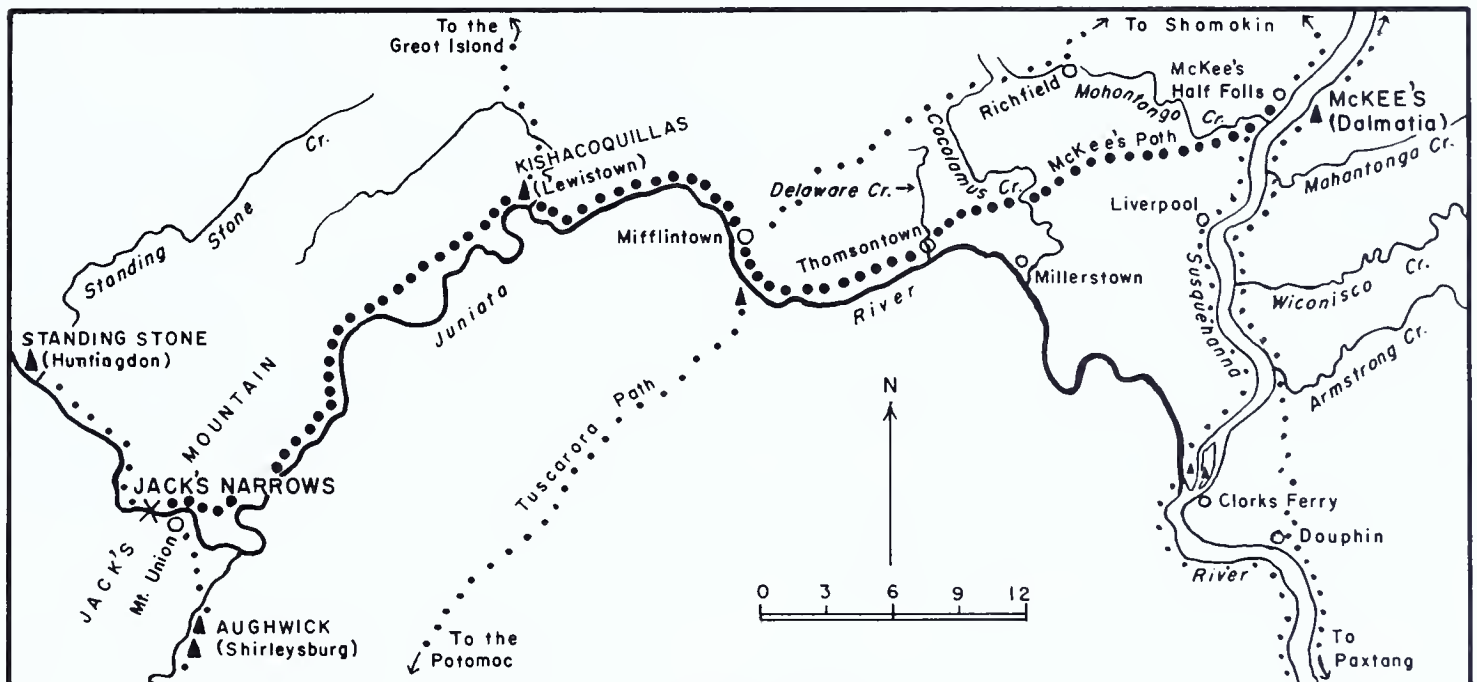
From McKee's Upper Trading Post (Dalmatia) the Juniata Path (often known as McKee's Path) forded the Susquehanna to what is still known as McKee's Half Falls. From there the path ran west to Delaware Creek and Thompsonstown on the Juniata, then followed the river to Kishacoquillas (Lewistown). Continuing along the Juniata past Mount Union, it joined the Frankstown Path at Jack's Narrows.

Bishop Cammerhoff in 1748, traveling north by the Paxtang Path, stopped at a house (probably McKee's) a short distance beyond the mouth of Wiconisco Creek and was informed that across the river "began the Great Path to the Allegheny country."<sup>1</sup> Among traders heading west during the early eighteenth century and before the Forbes Road had improved the Raystown Path, McKee's Path was popular because it avoided the heavy mountain climbing encountered south of the Juniata on the Frankstown and Raystown paths.

The Mahonoy Path and the Frankstown Path, each of which followed the Juniata for some distance, were also sometimes called the Juniata Path.

### FOR THE MOTORIST

From McKee's Half Falls (opposite Dalmatia and about 7 miles north of Liverpool) take U. S. 11 and U. S. 15 south. Cross Mahantango Creek, and in about 1½ miles turn west on L. R. 34060. Follow this road for about 3 miles, turn left (south) on L. R. 34012, and stay with it to its junction with Pa. 235. In about 2 miles bear left on a township road for Dimmsville. There take L. R. 34009, follow it for about a mile, and then turn right on L. R. 34017 for Goodville. At Goodville turn left on a township road which in a little over 2 miles meets L. R. 275. Turn left on this road down Delaware Creek for Thompsonstown. At Thompsonstown turn right on U. S. 22 and follow it through Lewistown to Jack's Narrows and Huntingdon.



JUNIATA PATH

## 42. Kersey Road

*From near Luthersburg to the head of Elk Creek*

The Kersey Road—which, according to George C. Kirk,<sup>1</sup> followed an Indian path—branched off the Great Shamokin Path some fifteen miles west of Clearfield and four and one-half miles east of Luthersburg. It ran north to the headwaters of Elk Creek.

W. J. McKnight writes: "The road [laid out about 1812] . . . passed through the woods over Boon's Mountain, crossed Little Toby's Creek, without a bridge, where Hellen Mills now stand, followed up the creek seven miles to the point of Hogback Hill, up which it went, though steep and difficult, continued over the high and undulating grounds to the spot which had been selected for a mill site on a stream which was afterwards called Elk Creek, where the mill was built, about two miles from the present Centreville."<sup>2</sup>

<sup>1</sup> *Pioneer History of Brady Township, Clearfield County, Pennsylvania*, DuBois *Courier and Daily Express*, August, 1929.

<sup>2</sup> *A Pioneer Outline History of Northwestern Pennsylvania* (Philadelphia, 1905), 198.

## 43. Kishacoquillas Path

*From Milesburg to Lewistown*

This path was named for a Shawnee chief, Kishacoquillas, who was known to be living in 1731 at what is now Lewistown.

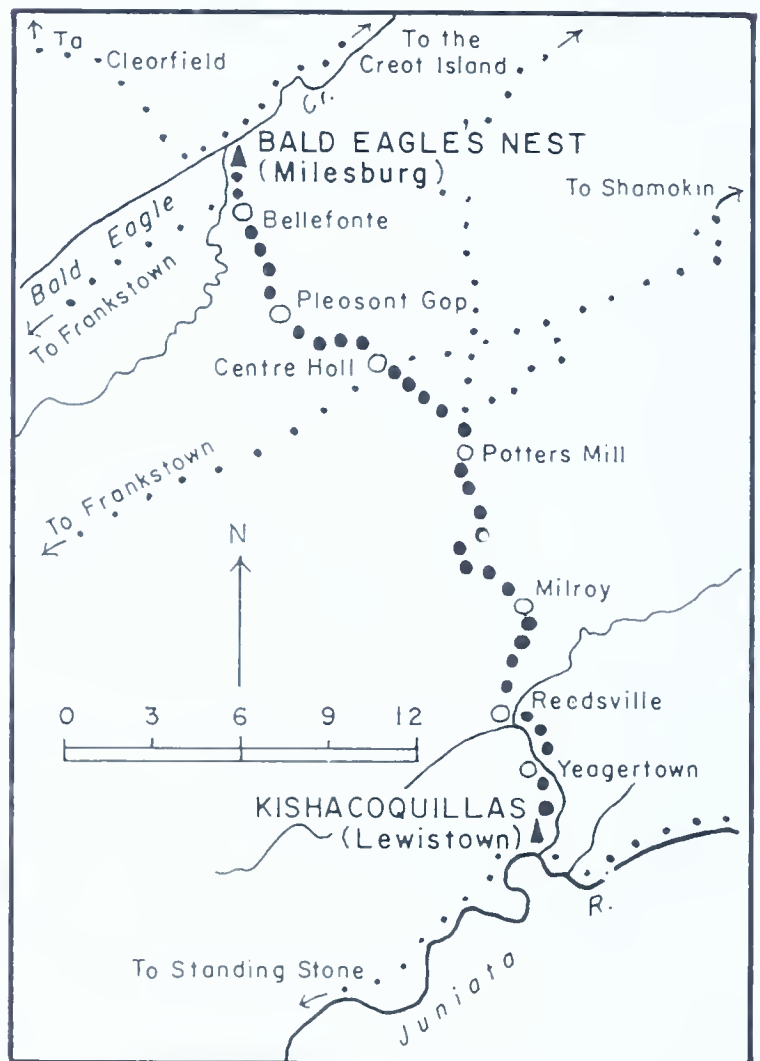
Philip Fithian<sup>1</sup> in August, 1775, traveled this path from Bald Eagle's Nest (Milesburg) to Kishacoquillas (Lewistown). The first day he followed what he called a "blind, unfrequented" path. To describe it in modern terms, he passed Bellefonte, Pleasant Gap, Old Fort, Centre Hall, and came to Potters Mills where Logan's Path entered from the north. On the last day he traveled a better road over the Seven Mountains and by Logan's Spring (a little north of Reeds-

ville). Passing through the Narrows where Kishacoquillas Creek breaks through Jacks Mountain, he proceeded down the creek valley to Kishacoquillas (Lewistown).

### FOR THE MOTORIST

From Milesburg take Pa. 53 through Bellefonte, Pleasant Gap, and Old Fort to Potters Mills. There 53 runs into U. S. 322. Continue on 322 over the Seven Mountains past Milroy and Logan's Spring (where Captain John Logan, son of Shickellamy, had his cabin in 1765), to Kishacoquillas on the Juniata.

See his *Journal*, August 1-8, 1775, edited by Robert Greenhalgh Albion and Leonidas Dodson (Princeton, 1931).



KISHACOQUILLAS PATH

## 44. Kiskiminetas Path

*From Indiana to Tarentum*

The Kiskiminetas Path branched off the Kittanning Path at a point about six miles west of Indiana. It passed the Round Holes (near Spring Church) and the Indian Town of Kiskiminetas on its way to Chartier's Town (Tarentum) and the Forks of the Ohio.

The town of Kiskiminetas was on the south side of the Kiskiminetas River, opposite the mouth of Carnahan Run and about a mile north of Vandergrift Heights. From there "the old path leading from Kiskimanetes old Town to Shartee's old Town"<sup>1</sup> ran almost due west to Chartier's Landing (Edgecliff) at the mouth of the present Chartier Run. Chartier's Town, which Charles Hanna describes as "the principal village of the Shawnees during the decade from 1735 to 1745," was opposite the Landing.<sup>2</sup>

path is to take U. S. 422 from Indiana to Watts. Just west of Watts, bend left on L. R. 32048 and follow its windings to the junction with Pa. 56. Follow 56 through West Lebanon and on to its crossing of the Kiskiminetas River at Apollo. West of the Kiskiminetas, continue on 56 to Shearersburg. Here 56 leaves the path. Inquire your way to Braeburn, which is just north of Edgecliff, or continue on 56 to New Kensington.

<sup>1</sup> Warrantee Survey C 143-94.

<sup>2</sup> See Westmoreland Warrants, W 55: ". . . Shirtees Landing Creek which Creek empties into Allegheney River opposite Chartiers old Town."

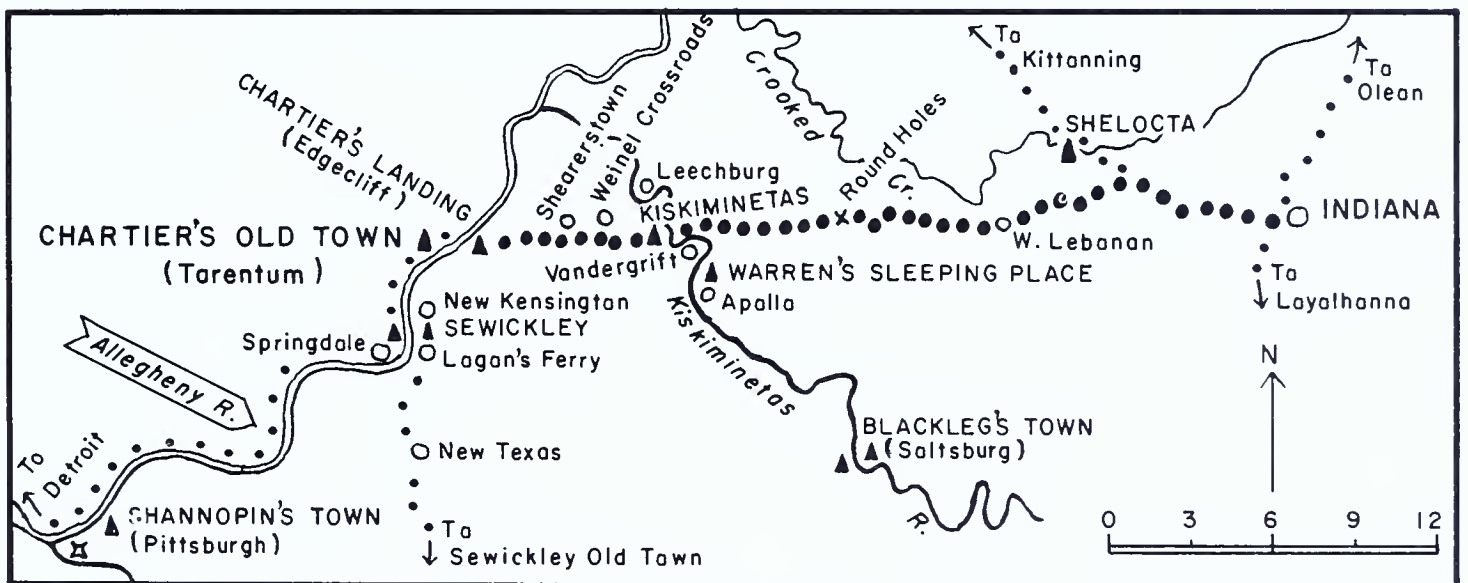
## Kittanning Path

*From Frankstown to Kittanning*

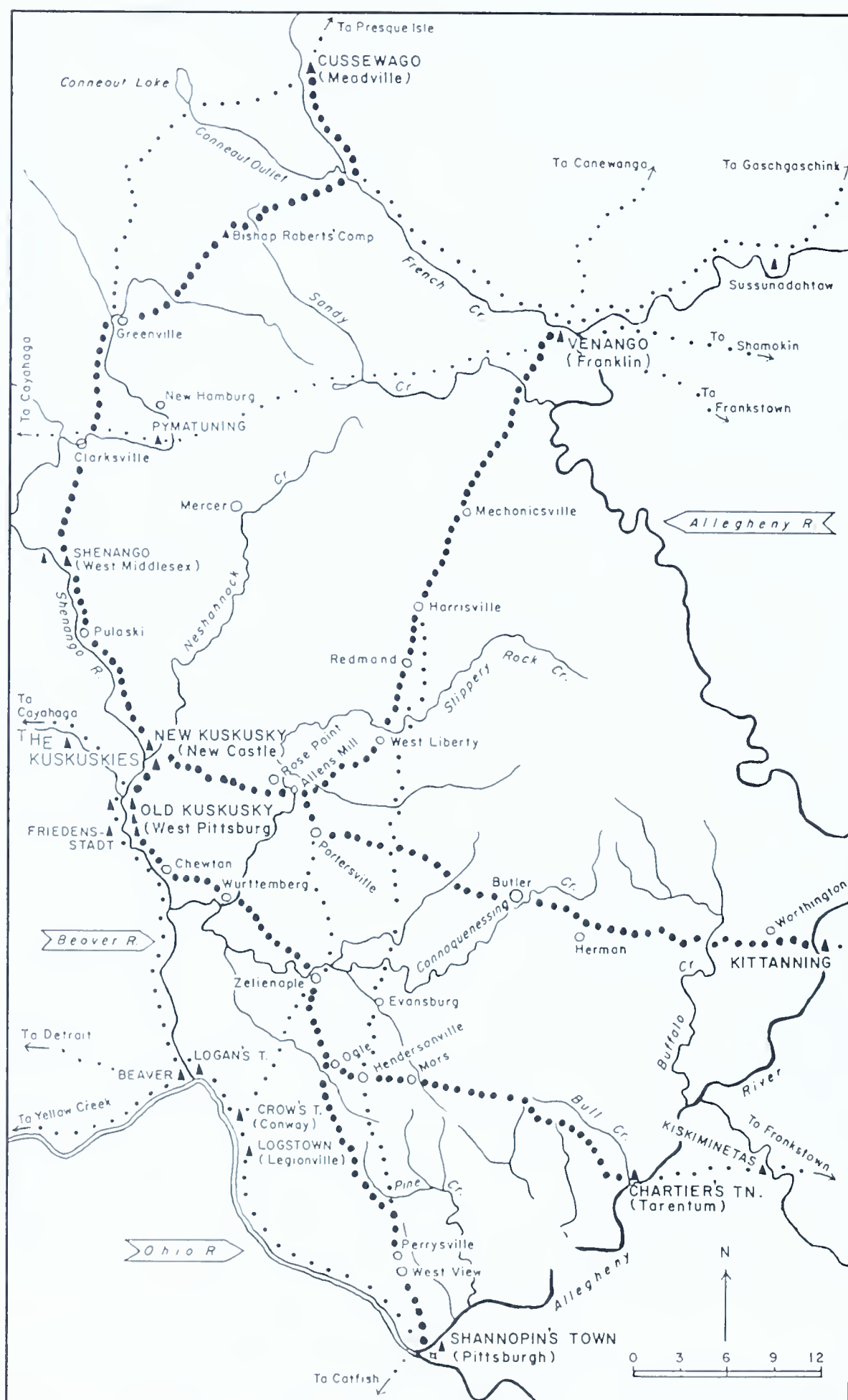
A local name for the western section of the Frankstown Path (*q.v.*).

### FOR THE MOTORIST

A quick way to follow the general route of this



KISKIMINETAS PATH



KUSKUSKY PATHS

## 45. *Kuskusky-Chartier's Town Path*

*From Tarentum to New Castle*

In 1758 Christian Frederick Post and his party took from the 13th to the 16th of November making their way from Chartier's Town (Tarentum) to Kuskusky (New Castle). His description of this path begins at Chartier's Landing on the east bank of the Allegheny River.

13th.—We got up early, and boiled some chocolate for breakfast, and then began to finish our rafts; we cloathed ourselves as well as we could in *Indian* dress; it was about two o'clock in the afternoon, before we all got over to the other side, near an old *Indian* town [Chartier's Town]. . . .

15th.—We arose early, and had a good day's journey: we passed these two days through thick bushes of briars and thorns; so that it was very difficult to get through. . . . At twelve o'clock we crossed

the road from *Venango* to *fort Duquesne*. We went west towards *Kushkushking*, about sixteen miles from the fort. . . . We concluded to go within three miles of *Kushkushking*, to their sugar cabbins, and to call their chiefs there."<sup>1</sup>

Post's journal does not give sufficient detail to make clear which of several possible paths he took. On November 16 he and his party "Went down a long valley," traversed the flats north of West Pittsburg, and passed through Old Kuskusky (abandoned since about 1756) to New Kuskusky (New Castle) at the junction of Neshannock Creek with the Shenango River.<sup>2</sup>

<sup>1</sup> Post's second journal to the Allegheny, 1758: Reuben Gold Thwaites, *Early Western Travels, 1748-1846* (Cleveland, 1904), I, 247-49.

<sup>2</sup> *Ibid.*, 249.

## 46. *Kuskusky-Cussewago Path*

*From Meadville to New Castle*

From Cussewago (Meadville) the path ran down the French Creek Valley to the mouth of Conneaut Outlet. Thence it ran west to the head of Sandy Creek (in the southwest corner of Greenwood Township, Crawford County), and southwest to present Greenville and Clark, or by an alternate route south to New Hamburg and Pymatuning Town. Passing a little east of Sharpsville, it reached the Shenango River at West Middlesex and followed it through Pulaski to New Castle.

The Rev. Robert R. Roberts (later Bishop of the Methodist Episcopal Church) passed that way in 1796.<sup>1</sup>

In "The Venango Trail," Dr. S. K. Stevens and Donald H. Kent suggest that this was the path George Washington referred to in his journal, November 25, 1753: "He [the Half King] told me that the nearest way [from Logstown to Fort Le Boeuf] was now impassable, by reason of many large miry savannas." Stevens and Kent

comment: "The route referred to . . ., over which fall rains had evidently made travel impossible, would lie almost straight north to Shenango, in Mercer County; from there north to Hartstown, in Crawford County; and taking a northeasterly course, skirt the southern edge of Conneaut Lake to arrive at Cussewago (Meadville)."<sup>2</sup>

Pymatuning Swamp stretches for many miles down the Shenango Valley above and below Hartstown, and Conneaut Marsh runs south from Conneaut Lake; but there is a patch of dry ground at Hartstown, and the Old State Road (said to have been built on an Indian path) skirted the south shore of Conneaut Lake and crossed Pymatuning Swamp at Hartstown.

Bishop Roberts, however, went another way:

. . . After spending a few days at Cussewago, they went down French Creek again as far as the mouth of Coneaut Creek, which emptied itself into French Creek, about eight miles below Meadville, on the

west side. From the mouth of Coneaut, they proceeded westwardly to the heads of Sandy Creek, following an old Indian path, called the Kuskuskia Path, and leading from Cassewago to Kuskuskia, a place on the Beaver River. When they had passed over Sandy Creek, they stopped for the night. They peeled some bark from chesnut trees, and made a camp. The location of this camp was about four miles northwest of Georgetown [Sheakleyville], and about two miles and a half from where Robert R. a short time after made his location.<sup>3</sup>

There would have been difficulty, even in summer, in crossing on foot the southern outlet of Conneaut Lake. A passage in Elliott's biography of Bishop Roberts makes that clear:

In their travels to and from Cassewago, they heard that there was a small lake at the head of Coneaut Creek, and were desirous to see it. Accordingly they started one day, and traveled in a northerly direction until they got into the swamp at the outlet of the lake, and of course were obliged to return without accomplishing the object of their journey.<sup>4</sup>

#### FOR THE MOTORIST

The most convenient route to follow is the one suggested by Stevens and Kent. Take *Pa. 18* from New Castle to Hartstown, turn right on *U. S. 322*, and follow it to Meadville. The other suggested paths are shorter and apparently drier, but no modern roads follow them.

<sup>3</sup> See Charles Elliott, *Life of the Rev. Robert R. Roberts* (New York, 1844), 42.

<sup>4</sup> (Pennsylvania Historical and Museum Commission, Harrisburg, 1940), 42.

<sup>5</sup> Elliott, *op. cit.*, 37-38.

<sup>6</sup> *Ibid.*, 43-44.

## 47. Kuskusky-Kittanning Path

*From Kittanning to New Castle*

The Kuskusky-Kittanning Path was a projection of the Great Shamokin Path. It is said to have run past what is now the courthouse in the city of Butler. On its way, it merged with paths from Chartier's Town and Pittsburgh to Kuskusky (New Castle).

#### FOR THE MOTORIST

The course of this path has not been fully determined, but the motorist may get a general view of the country it crossed by following *U. S. 422* from Kittanning through Butler to New Castle.

## 48. Kuskusky-Ohio Forks Path

*From Pittsburgh to New Castle*

After crossing the Allegheny River at the Forks of the Ohio (Pittsburgh), the path to Kuskusky followed the Venango Path through West View and Perrysville to the head of Girty Run, where it left the other path and took a north-northwest course to cross Brush Creek a mile southwest of Ogle in southern Cranberry Township, Butler County. It crossed Connoquenessing Creek probably a few miles west of Zelienople, crossed Slippery Rock Creek in the vicinity of Wurtemberg, and reached the Beaver River at Chewton. Thence it proceeded up the river to Old Kuskusky (West Pittsburg) and New Kuskusky (New Castle).

#### FOR THE MOTORIST

For a general view of the country traversed by the Kuskusky-Ohio Forks Path, take *U. S. 19* from Pittsburgh to Zelienople. There turn left on *Pa. 288* and follow it to Ellwood City and Chewton. Minor roads follow the east bank as the trail did to East Moravia (named for the Indian settlement, Friedensstadt, established by Moravian missionaries across the river). From East Moravia take *Pa. 168* to New Castle.

## 49. Kuskusky-Venango Path

*From New Castle to Franklin*

From New Castle (Kuskusky) the path to Venango (Franklin) ran east, following much the same course as that taken by *U. S. 422*. It passed about a mile southeast of Rose Point and a quarter of a mile north of McConnells Mills. It crossed Slippery Rock Creek at Allens Mill and Muddy Creek at Portersville Station. From that point it followed the path taken by George Washington in 1753 on his journey from Logstown to Fort Le Boeuf, passing through West Liberty and Redmond to Harrisville, where it

joined the better-known Venango Path (*q.v.*) and proceeded with it to Franklin.

### FOR THE MOTORIST

From New Castle take *U. S. 422* east from New Castle to Rose Point (whence a side trip to McConnells Mills is recommended), and in a little over a mile turn right on *U. S. 19*. In about a mile and a half (approaching Portersville) turn sharp left on *Pa. 488* and follow it to the crossing of Muddy Creek. Just beyond the crossing, turn right on a township road and follow it to West Liberty. From there your best plan is either to take *L. R. 10101* north to the town of Slippery Rock and from there *Pa. 108* east to meet *Pa. 8* at Adams Corners, or to take the township road east to meet *8* at Stone House. Follow *8* into Franklin.

## 50. Lackawanna Path

*From Pittston to Windsor, N. Y.*

The Lackawanna Path ran from the Indian town of Lackawanna at the mouth of the Lackawanna River (just north of Pittston) through Capoose Meadows (Scranton) to Oquaga (Windsor, N. Y.) on the North Branch of the Susquehanna above the Great Bend. It was sometimes known as the Oquaga or Onaquaga Path.

Paths on both sides of the Lackawanna River—one from Lackawanna (Assarughney) on the north side of the river at its mouth, and another from Adjouquay (Pittston) on the south side—converged at Old Forge, about three miles upstream. Continuing through Taylor to Capoose Meadows in Scranton, the path ran north through Leggetts Gap in the Bald Mountains. From the Gap it probably proceeded almost directly north to the Tuscarora Indian Town (Lanesboro) at the mouth of Starrucca Creek in the Great Bend of the Susquehanna. A branch led to Apple Tree Town.

Its course has not been exactly determined, but the “old Indian path from Onanghguga to Lahawanock” (Warrantee Survey A 64-90, dated 1774) is believed to have passed Sickler Pond.

Branches fanned out northeastward to Schohary, eastward to Shehawken Lake, westward to Chenango (near Binghamton, N. Y.) and Tioga (Athens, Pa.).

The Lackawanna Path was followed by a body of Tuscarora Indians coming north, late in 1766, from North Carolina to the Oneida country. While the sick and infirm traveled in canoes by way of Wyalusing, Tioga, and Owego to the Great Bend, their young people took the short cut over the Lackawanna Path.<sup>1</sup>

When the last Indian residents left Capoose Meadows (Scranton) about 1771,<sup>2</sup> the Lackawanna Path offered a convenient way to their destination at Chenango and Oquaga.

After the Battle of Wyoming, the Iroquois withdrew by the Lackawanna Path.<sup>3</sup>

### FOR THE MOTORIST

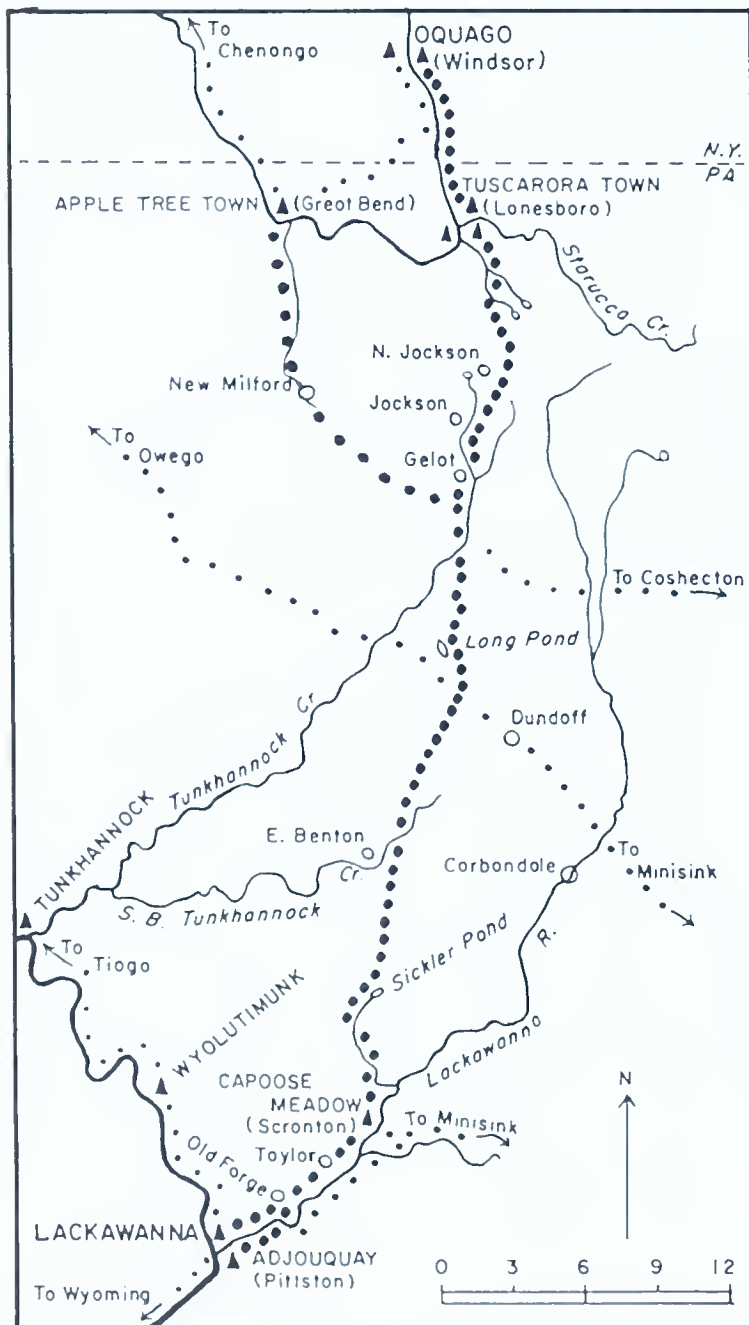
From Pittston take *U. S. 11*. Turn left on *L. R. 35063* and cross the Lackawanna River for Old Forge. There turn right on *L. R. 35055* along the river into Scranton. Turn left on *U. S. 11* through Leggetts Gap, and then fork right on

Interstate 81, which follows the path fairly closely for at least a few miles. Leave 81 at Lenox. Go north on Pa. 92, which picks up the path again and follows its general course through Gelatt to Lanesboro (Tuscarora Indian Town). Continue on 92 to the New York border and thence on N. Y. 79 to Windsor (Oquaga).

<sup>1</sup>See "The Bethlehem Diary," November 18, 1766, *et seq.* Archives of the Moravian Church, Bethlehem, Pa.

<sup>2</sup>Benjamin H. Throop, *A Half Century of Scranton* (Scranton, 1895), 23.

<sup>3</sup>Charles Miner, *History of Wyoming in a Series of Letters* (Philadelphia, 1815), 239-40.



LACKAWANNA PATH

## 51. Lackawaxen Path

*From Indian Orchard to Lackawaxen*

The Lackawaxen Path ran from Indian Orchard on the Lackawaxen River, two miles south-east of East Honesdale, to the Indian town of Lackawaxen at the junction of its namesake river with the Delaware.

From the Orchard (said to have been named for a hundred apple trees planted there by the Indians) the path ran southeast to Butcher Pond and then in an almost straight line east-southeast. It passed between Tedyuskung Lake and Little Tedyuskung Lake, skirted the southern tip of Westcolang Pond,<sup>1</sup> continued on the highlands for another two miles, and then descended sharply to a ford of the Lackawaxen opposite the Indian town, which stood on the south side.

A popular tradition (reported to this writer by Allie James, whose father once tended the canal lock at Glen Eyre) is to the effect that "the path ran up over the hills" instead of following the windings of the Lackawaxen as the modern road does. The tradition is amply corroborated by a set of warrantee surveys of 1784 showing a continuous four miles of the "path from the Orchard to Delaware."<sup>2</sup>

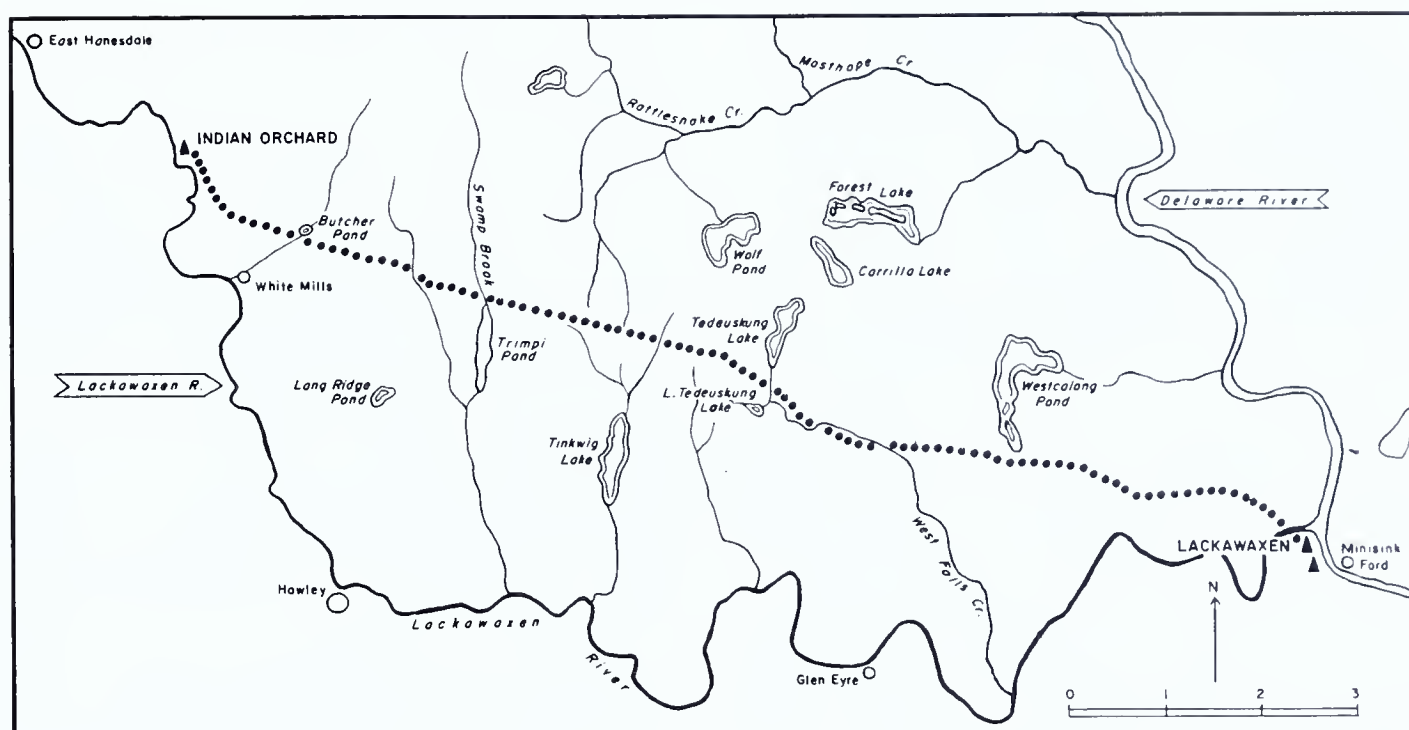
The Lackawaxen path serves as an interesting example of the directness of Indian paths. Whereas the white man's former road, which followed the windings of the Lackawaxen River, took twenty-three miles to reach the Orchard, and the straightened, modern road of today (Pa. 590 and U. S. 6) still takes about twenty, the Indian path took thirteen.

### FOR THE MOTORIST

To get a general view of the country crossed by this path (there are very few modern roads in the area), take U. S. 6 from Honesdale to Hawley, and from there follow Pa. 590 to Lackawaxen.

<sup>1</sup>One section of the path was described on Warrantee Survey C 173-154 in the year 1784 as the "Path from Orchard to Weskeline."

<sup>2</sup>Warrantee Surveys C 173-154, 155; A 55-11; D 39-64.



LACKAWAXEN PATH

## 52. Lake Shore Path

*From Erie west to Sandusky and east to Buffalo*

The Lake Shore Path more or less closely followed the south shore of Lake Erie from Sandusky and Conneaut, Ohio, through Erie and North East, Pa., to Westfield and Buffalo, N. Y.

The character of the path changed at Erie. Whereas west of that city the path remained close to the water, east of Erie it kept about a mile and a half back, running along a curious ridge said to have been, in an earlier age, the shore of Lake Warren. This route is now followed by U. S. 20. Before the day of good bridges, it was an awkward road to travel, for the ridge is perforated by a number of deep, narrow creek gorges which must have caused something of a scramble to get across.

Going west from Presque Isle (Erie), there were alternate routes to choose from: one along the sandy beach, the other through the woods on top of the cliffs that lined the shore. When the water was low, travelers preferred to walk on the sand, which provided a firm, level, and almost uninterrupted passage. Except for a marshy spot

at the base of the Erie Peninsula and a bad promontory at Cleveland, one could comfortably follow the beach from Erie to Sandusky. It was only when the water was high and the beach was covered that one had to take the more difficult path through the woods. East of Erie, the traveler had no choice. The shore there was rocky and dangerous, and there was no continuous beach to walk on.

The Lake Shore Path is little known. It has even been questioned that there ever was such a path. William Lucas who, having been a prisoner of the French in that area, might have been expected to know what he was talking about, was of opinion that no such path existed. Reporting to a British Council of War at Pittsburgh, October 7, 1759, he said that "... there is no Marching a Body of Men, from Presque Isle to Niagara, no Road having ever been discover'd that way."<sup>1</sup>

Against Lucas's opinion, however, must be set a quantity of contrary evidence. On February 11,

1753, the Marquis Duquesne addressed a letter to Claude-Pierre Pécaudy de Contrecoeur, Commandant at Niagara, who knew this region well. "I noticed," wrote Duquesne, "that in your letter you considered it an easy matter to send this detachment by land to Catacoïn [Chautauqua]."<sup>2</sup> It would *not* have been "an easy matter" to send by land the intended detachment of four hundred men with equipment to work on the Chautauqua Portage unless there had been a path to guide them.

John Heckewelder's map of the Ohio country, 1796, shows an "Indian Path along the Lake," hugging the Erie shore all the way from Presque Isle to the Huron River and beyond.<sup>3</sup> His map does not show its continuation east of Erie. But there is other evidence that fills this gap. When, on July 1 of the same year, General Moses Cleaveland with a party of fifty men reached the western border of Pennsylvania, "They had been traveling," writes Harlan Hatcher, ". . . for the last eight days through the woods and along the Lake Erie shore from Buffalo."<sup>4</sup>

Evidence of the importance of the Lake Shore Path is found in a letter of February 13, 1792, written by Isaac Craig at Fort Franklin to Lieutenant Jeffers, proposing that to "Cut the Communications between the bad Indians [Little Turtle and his victorious Miami Confederates] and the Six Nations," it was more important to build a fort at Conneaut than at Cussawago, since "the bad Indians pass through Cunniat, whenever they go to the Six Nations. . . ."<sup>5</sup> From Conneaut, as he indicates, they went through Presque Isle (Erie). In other words, the Lake Shore Path (not the Cussewago Path nor any other) was *at that time* the main route of communication between the Iroquois and the western Indians.

But was it a *new* path? To white men, yes. As Beverly Bond writes in *Foundations of Ohio*,<sup>6</sup> the Lake Shore Path did not come into general use by white men "until just before the close of the eighteenth century."

It had, however, been used by Indians long before that time. Joseph Ellicott reported, January 1, 1802: "The New Connecticut Company have . . . opened the old Indian Path from New Amsterdam [Buffalo] to the Triangle

[Erie]."<sup>7</sup> Further evidence of the age of this path is found in the archeological remains of ancient Indian settlements near the shore of Lake Erie, settlements which must have had communications with one another by this natural highway.

Granted that there was a path of some sort between Buffalo and Conneaut, the question still remains: *Was the beach (the beach west of Erie) used as an Indian path?* Jacob Eyerly, a Moravian who in 1791 traveled from Pittsburgh to Presque Isle and thence to Conneaut, gives an authoritative answer. He and his party, with a pack horse carrying provisions, walked on the beach and made the twenty-six-mile journey from Presque Isle to the Pennsylvania line near Conneaut in one day.

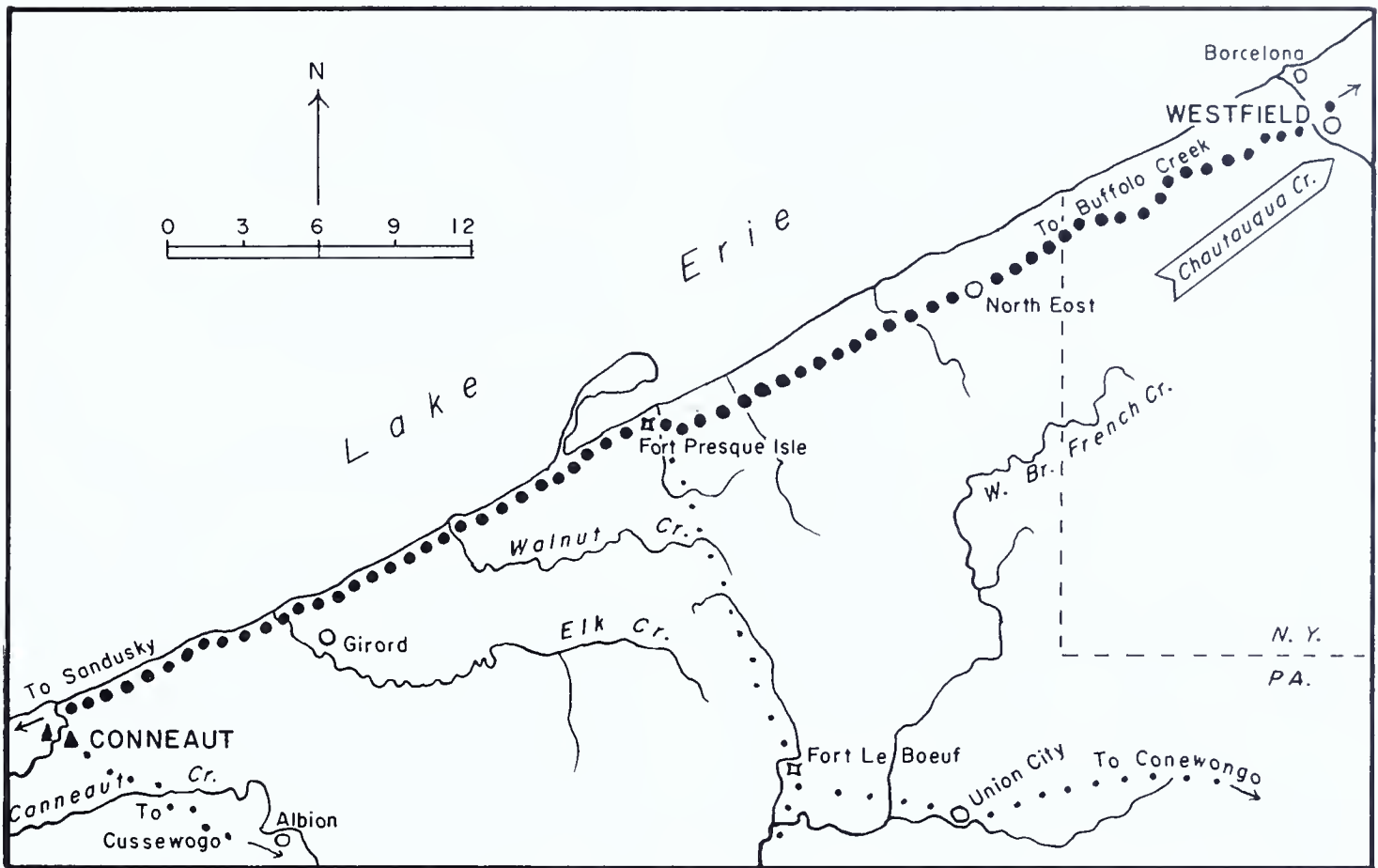
From their tenting ground on the lake shore at what is now Erie, as Eyerly records, they walked several miles beside the lake to the base of the peninsula. There they had a little difficulty getting round a marshy spot, but, as he writes, "Once back at the lake, we had a wide sandy beach all the way. . . ."

"From this point," he goes on, "we walked all day on the sand under a clear sky. It was quite calm and the lake was very still. We had an English ship in sight almost all day long. At one time it was so close we could plainly see the people walking the deck."<sup>8</sup>

He learned from the Indians he met that another path followed the shore, but farther back from the lake. It was used only when the water was high and covered the beach. "Then," he wrote, "the only way to travel along the lakeshore is through the woods, which makes very heavy going."<sup>9</sup>

That the beach path continued west beyond Conneaut is shown by an entry made at Conneaut in General Moses Cleaveland's journal for July 10, 1796: "Went with Capt. Buckland about eight miles up the beach; wind ahead. Stopped at Jay creek, then went about three miles farther . . .; the surf high, making very hard walking on my return. . . ."<sup>10</sup>

At Erie in 1951 the present writer met a Great Lakes skipper, the late Captain William Morrison, who was familiar with every foot of the Lake Erie shore. "When the water is low," he said,



### LAKE SHORE PATH

"it is easy to walk on the beach from Erie to Conneaut and even farther."

One further question remains to be asked: *Is there, as popular tradition would have it, a seven-year cycle of high and low water on Lake Erie?*

Jacob Eyerly first recorded the tradition in his journal of 1794: "... we had a wide sandy beach all the way. That was because the lake has been receding for 3 years. The lake rises and falls regularly every 7 years. When it is at its lowest, the beaches are 3 or 4 rods wide. On the other, hand, when the water is high, the beaches are quite covered."<sup>11</sup>

Captain Morrison questioned the seven-year cycle. Boatmen and fishermen still believe in it, he said; but, in his own opinion, "the cycle of high and low water commonly is completed in eleven and a half years. That is to say, the high water of 1917 would be repeated in 1929." The variation between high and low water he estimated at about five feet.

The cycle theory, whether of seven or eleven years duration, has been challenged. Harold

Titus, in "The Great Lakes go on a Rampage,"<sup>12</sup> has this to say: "Old-timers of the region declare that levels change every seven or eleven years, but official records going back to 1860 yield no evidence of such cycles."

Whether or not the fluctuations in the lake level have been regular enough to be called cycles, it is certain that the water level has undergone slow, recurrent changes, and that, during those years when the water was low, the long beach of Lake Erie's southern shore served as a good Indian path, firm enough for both man and beast.

### FOR THE MOTORIST

From Conneaut, Ohio, cross the Pennsylvania line and take Pa. 5, which follows the Lake Erie shore, at a little distance, to the city of Erie. At the east end of Erie, take Pa. 955 to its junction with U. S. 20. Follow the latter to the New York border and Buffalo.

To have a glimpse of the sandy beach along which the path at some seasons ran, take any one of a number of side roads running north.

<sup>1</sup> Amherst Papers, WO 3435, p. 108: Public Records Office, England.

<sup>2</sup> *Papiers Contrecoeur*, Fernand Grenier, ed. (Quebec, 1952), 22.

<sup>3</sup> End map in *Thirty Thousand Miles with John Heckewelder*, Paul A. W. Wallace, ed. (Pittsburgh, 1958).

<sup>4</sup> Harlan Hatcher, *The Western Reserve* (New York, 1919), 22.

<sup>5</sup> Group H A, Letter Book, 1791-1793, Craig Collection, Pennsylvania Room, Carnegie Library, Pittsburgh.

<sup>6</sup> Columbus, Ohio, 1941), 26.

<sup>7</sup> *Reports of Joseph Ellicott*, Robert Warwick Bingham, ed. (Holland Land Company's Papers, Buffalo, 1937).

<sup>8</sup> Paul A. W. Wallace, "Jacob Everly's Journal, 1794," *The Western Pennsylvania Historical Magazine*, XLV, No. 1 (March, 1962), 18.

<sup>9</sup> *Ibid.*

<sup>10</sup> Quoted by Harlan Hatcher in *The Western Reserve* (New York, 1919), 37.

<sup>11</sup> *Op. cit.*, 18.

<sup>12</sup> *Saturday Evening Post*, July 26, 1952.

## 53. Lehigh Path

### *From Bethlehem to Wilkes-Barre*

The Lehigh Path ran from the Forks of the Delaware (an area that included Bethlehem as well as Easton) by way of Fort Allen (Weissport), to Wyoming (Wilkes-Barre) and its vicinity.

From Bethlehem to Fort Allen and a little beyond, the Lehigh Path was identical with the Nescopeck Path (*q.v.*). After a difficult fording of the Lehigh River at Lehighon (the Moravian Gnadenhütten), the path proceeded west for about three miles and then turned north through a gap in the hills to climb Mauch Chunk Ridge. Branching from the Nescopeck Path, the Lehigh Path crossed Mauch Chunk Creek, climbed the Pisgah Mountains, and came down to Nesquehoning Creek, which it forded about half a mile from its mouth. It ascended the Broad Mountain by a steep spur overlooking the Lehigh River opposite Coalport, crossed Black Creek (formerly Quakake Creek) about a mile and three-quarters east of Weatherly, and rounded a western shoulder of Bald Mountain to the head of Indian Run. Crossing Laurel Run and rounding an eastern projection of Sugar Loaf, it turned northward, forded Pond Creek (formerly Terrapin, or Terrapin Pond, Creek), ascended Green Mountain in the vicinity of Zehner, and climbed Yeager Mountain.

From the summit of Yeager Mountain it took an almost straight course for the Warrior Gap in Hanover Township, Luzerne County. It forded Nescopeck Creek, climbed Nescopeck Mountain, forded Wapwallopen and Little Wapwallopen creeks, ascended Penobscot Mountain, and tackled a shoulder of Wilkes-Barre Mountain

overlooking Nanticoke Creek and the Warrior Gap. In the vicinity of Peely it turned northeast to Wyoming.

It was a short but difficult way to Wyoming, difficult because of the mountains it climbed: Mauch Chunk, Pisgah, Broad, Yeager, Nescopeck, Penobscot, and Wilkesbarre. There were easier ways. General Sullivan in 1779 took his army through the Wind Gap and over a more roundabout but less hilly course, better for his wagons and artillery. For all that, the Lehigh Path had advantages for unencumbered travelers. It was drier and more direct.

The veteran traveler, Christian Frederick Post, though he often came this way, found it hard going. In his journal for May 10, 1760, he wrote:

When we ascended the great Mountain [Broad Mountain] . . . all my Limbs trembled as if I had a fit of the Ague, & in descending the same it made both Man & Beast tremble. At the foot of the Hill we cross'd a Creek, called Quakake [now Black Creek], with Steep Banks. My Horse being formerly a Gentleman's & not used to such hardships & to climb such craggy Hills & steep mountains, laid himself twice flat on the ground with me, yet I came happily off without much hurt, save bruising my Legs against the Stones.<sup>1</sup>

Isaac Zane, who passed this way in 1758, was impressed with the "great hills and Dales" and the forests of white pine: "I have not before seen the Like. for high Bigness and streatness."<sup>2</sup>

The Indians made frequent use of the path. On the Nescopeck Mountain in June, 1758, Post

and Charles Thomson "met 9 Indians travelling down to Bethlehem."<sup>3</sup> At Quakake Creek in the fall of the same year, Moses Tatamy, Isaac Still (the Delaware interpreter), and Alamewhehum (Jonathan) on their way to Wyoming met "Teedyuscung and his Company" on their way to Bethlehem.<sup>4</sup>

Captain Lazarus Stewart with a company of men from Lancaster County is said to have taken this same route into the Wyoming Valley when he captured Fort Durkee at Wilkes-Barre in February, 1770.<sup>5</sup>

Detailed information on this path comes from warrantee surveys showing the "Old War Path" to Wyoming.<sup>6</sup>

### FOR THE MOTORIST

In Bethlehem take *Pa. 512*, which runs north from the Lehigh River along the east side of Monocacy Creek. About a mile from the river, fork left on *L. R. 48049*, cross Monocacy Creek,

and continue on *48049* through Weaverville and across *Pa. 329* to the outskirts of Kreidersville. There cross *L. R. 48061* and continue northwest on *L. R. 48068* through Kreidersville to a junction with *Pa. 45*. Follow *45* through Lehigh Gap (where *45* is joined by *Pa. 29*) and Palmerton to Weissport. There cross the Lehigh River (still on *45*) to Lehighton. At this point the path set out on a course no modern road follows, crossing the mountains by routes much shorter than those of today.

The motorist will touch the path here and there if he goes north from Lehighton on *Pa. 45* and *29* through Jim Thorpe (Mauch Chunk). About 2 miles north of Mauch Chunk the road crosses the Lehigh Path, which here ascends the Broad Mountain. In another mile or so, leave *45* and turn right on *29*. The best way to see the difficult country over which the Indian path takes its almost straight course is to continue on *29* to Hazleton. There take *U. S. 309* over the Nescopeck Pass, the Lehigh Path being now about  $3\frac{1}{2}$  miles to the east. In another 4 miles or so you will cross the Lehigh Path, which here ran a trifle west of north, heading for the Warrior Gap. *U. S. 309* runs to Mountaintop and through Solomon Gap to Wilkes-Barre.

<sup>1</sup>"Journal of Christian Frederick Post, April 21-June 30, 1960," Historical Society of Pennsylvania.

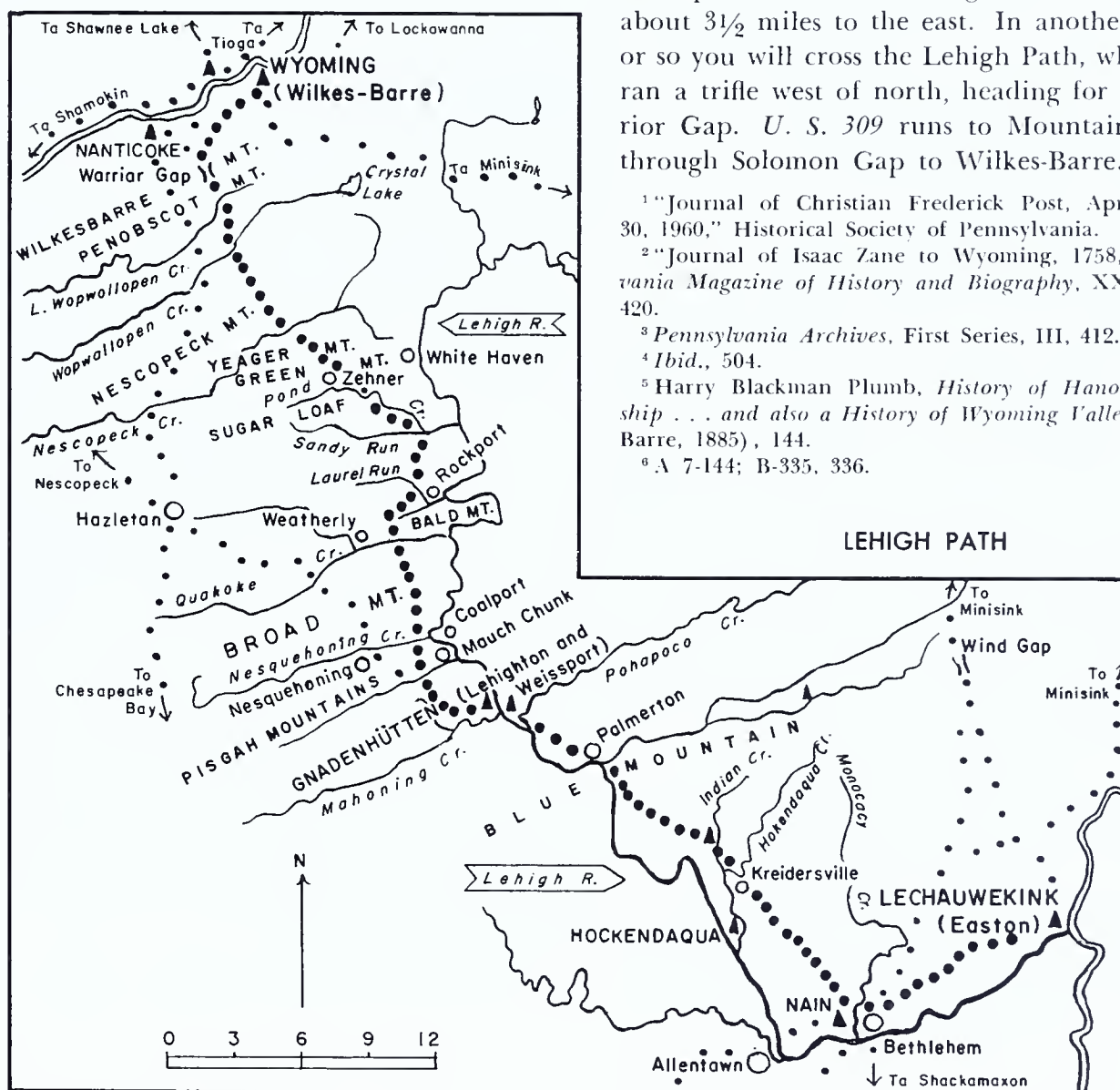
<sup>2</sup>"Journal of Isaac Zane to Wyoming, 1758," *Pennsylvania Magazine of History and Biography*, XXX (1906), 420.

<sup>3</sup>*Pennsylvania Archives*, First Series, III, 412.

<sup>4</sup>*Ibid.*, 504.

<sup>5</sup>Harry Blackman Plumb, *History of Hanover Township . . . and also a History of Wyoming Valley* (Wilkes-Barre, 1885), 144.

<sup>6</sup>A 7-144; B-335, 336.



## 54. Lenni Lenape Path

(The Old York Road)

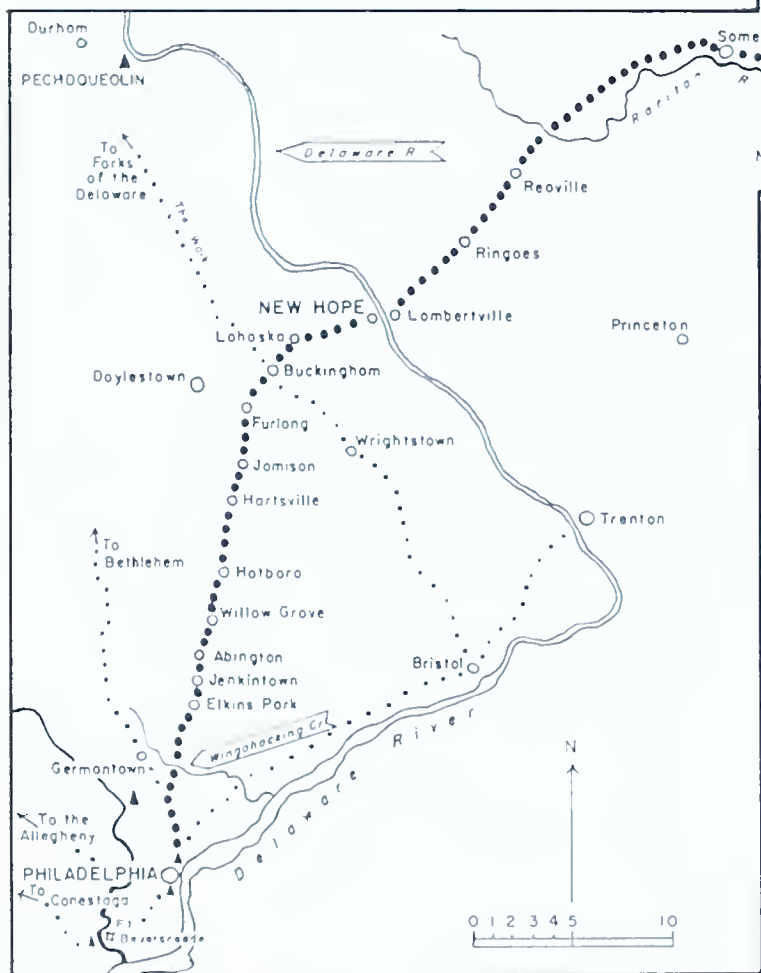
*From Philadelphia to New Hope*

The Lenni Lenape Path ran from Philadelphia to New Hope on the Delaware River, and thence across New Jersey from Lambertville to salt water at Elizabeth.

This was one of the many Indian paths leading out of the Philadelphia area—"so numerous," as Emogene Van Sickle writes in *The Old York Road and Its Stage Coach Days*,<sup>1</sup> "that one historian has likened them 'to the sticks of a lady's fan.'" The much-traveled Lenni Lenape Path was so well routed that when in 1711 a road was

followed very closely by *U. S. 611* (the Old York Road) past Stenton, across Wingohocking Creek, and through Jenkintown, Abington, Willow Grove, Hatboro, Hartsville, Jamison, Furlong, Buckingham, and Lahaska to New Hope.

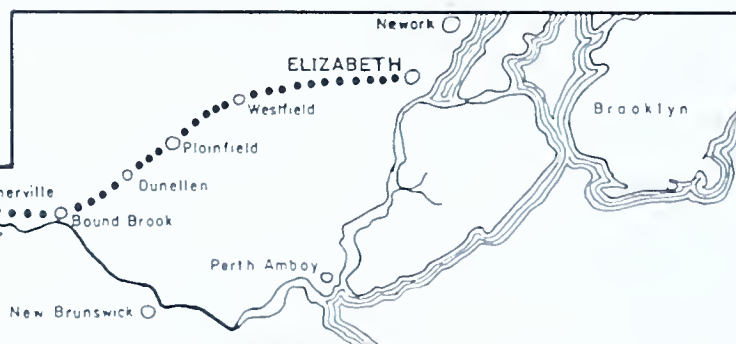
From Lambertville on the New Jersey side of the Delaware River, it passed through Ringoes,



LENNI LENAPE PATH

laid out from Philadelphia to New Hope it was not surveyed "but was superimposed directly upon the old route."<sup>2</sup>

According to Emogene Van Sickle, the path began at Front and Vine streets. For three miles its course was identical with that of Germantown Avenue.<sup>3</sup> Then it branched off, taking a route



Larison's Corner, Reaville, Somerville, Bound Brook, Dunellen, Plainfield, Scotch Plains, and Westfield to Elizabeth and Newark.

Of its stagecoach days, Horace Mather Lippincott writes:

The old road ran [from New Hope west] to Buckingham Meeting House where it continued as at present toward the city thirty-three miles through a timbered wilderness thinly populated. Watson's Hill near Buckingham, Kerr's Hill beyond Neshaminy, Sampson's Hill beyond Willow Grove and Shoemaker's Hill above that village were formidable pulls for the horses. The first bridge was built at Willow Grove in 1722. This was evidently an important stopping point for in 1758 John Paul's Tavern there had stabling for 100 horses.<sup>4</sup>

### FOR THE MOTORIST

This path, which became the Old York Road, may be followed fairly closely on good modern roads. From Philadelphia take *U. S. 611* through Jenkintown to Willow Grove. There fork right on *Pa. 263* and follow it through Hatboro, Hartsville, Jamison, Furlong, and Buckingham. About 2 miles beyond Buckingham, fork right (east) on *U. S. 202*. Follow it

to New Hope and across the Delaware River to Lambertville.

East of the Delaware, continue on *U. S. 202* to Ringoes. Just beyond it, bear right on *N. Y. 514* through Reaville to meet *202* again at Three Bridges. Follow *202* to Somerville, and there take *N. Y. 28* for Bound Brook, Plainfield, Westfield, and Elizabeth.

<sup>1</sup> Flemington, N. J., 1937.

<sup>2</sup> Wheaton J. Lane and Thomas J. Wertenbaker, *From Indian Trail to Iron Horse* (Princeton, 1939), 18.

<sup>3</sup> See John F. Watson, *Annals of Philadelphia and Pennsylvania in the Olden Time . . .* (Philadelphia, 1898), II, 67: "The present aged Jacob Keyser was told by A. Cook, a primitive inhabitant, that he could well remember Germantown street as being an *Indian foot-path*, going through laurel bushes."

<sup>4</sup> Old York Road Historical Society, *Bulletin*, I, 5.

## 55. Logan's Path

### A. From McElhattan to Lewistown

Logan's Path ran from the vicinity of Tishimingo (Tiquamingy) on the West Branch of the Susquehanna near the mouth of Chatham Run (between Lock Haven and Jersey Shore) to Logan's Spring near Reedsville and on to Kishacoquillas (Lewistown).

The path was named for Shickellamy's son, John Logan (not to be confused with his brother, James Logan),<sup>1</sup> who lived for a few years after 1765 in the Kishacoquillas Valley.

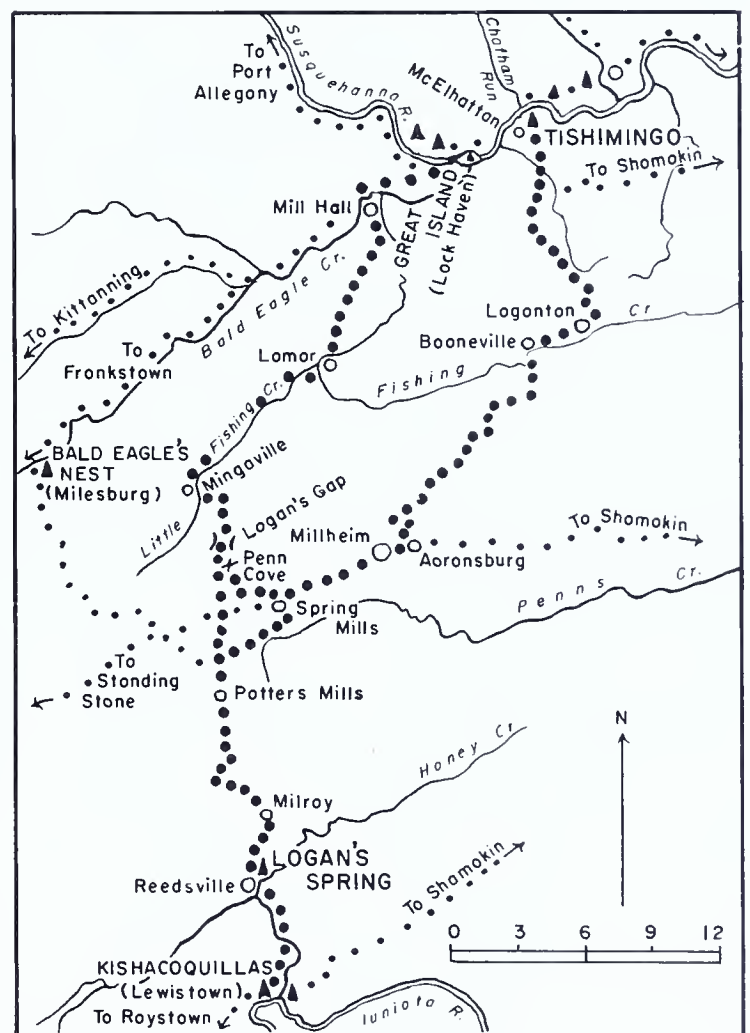
Logan's Path ran south through McElhattan, and cut through the gap in Bald Eagle Mountain by way of Shoemaker Park and Lock Haven Reservoir. Crossing Chestnut Flat to Rosecrans, it continued south through the gap in Sugar Valley Mountain to Loganton, turned west to Booneville and south again through Logan's Gap (now Kahl Gap). Thence it angled southwest over Nittany Mountain, Brush Mountain, and Shiner Mountain to meet the Karondinhah or Penn's Creek Path at Aaronsburg.

From Aaronsburg Logan's Path followed the Penn's Creek Path through Millheim and Penn Hall to join the path from Bald Eagle's Nest and travel with it over the Seven Mountains to Milroy, Logan's Spring (half a mile north of Reedsville), and Kishacoquillas.

A continuation of this path forded the Juniata River near Lewistown, went over the mountains to Letort's Spring (Carlisle), crossed the Monocacy Path at Hanover, and continued south through Hampstead, Md., to salt water in the vicinity of Baltimore.

### FOR THE MOTORIST

To reach this path, take *U. S. 220* from Williamsport west through Jersey Shore to Charlton. Cross Chatham Run and turn left (south) on *Pa. 664*. This will take you across the Susquehanna River to McElhattan.



LOGAN'S PATH

It is not possible to follow the path over Bald Eagle Mountain from McElhattan and the Lock Haven Reservoir to Loganton. A quick way to reach Loganton on good roads is to take *L. R. 18013* from McElhattan to Lock Haven and from there take *Pa. 64* through Mill Hall and the gap in Bald Eagle Mountain to Salona. There turn left on *Pa. 880* and follow it through Rote to Rosecrans, where you are back on Logan's Path again.

There is, however, a picturesque route that keeps a little closer to Logan's Path over this wild stretch of country. From Lock Haven cross the bridge to Castanea and drive south and east over township roads: first through the gap in Bald Eagle Mountain made by Kammerdine Run, then down into Nittany Valley and up again to the mountain summit at Chestnut Flat. Here you are on the path again, about 2 miles south of the Lock Haven Reservoir.

From Rosecrans go south on *Pa. 880* to Loganton. There take *Pa. 780* to Booneville, then *L. R. 18027* to Greenburr, after that a township road to Logan Mills and (leaving the path, since no modern roads follow it for the next few miles) Tylersville. From Tylersville head south for Millheim. Turn right (west) on *Pa. 45* and follow it to Spring Mills. There turn left on *L. R. 14013*, follow it for about a mile to a junction with *L. R. 14030*, and follow this latter to a junction first with *Pa. 53* and then with *U. S. 322* at Potters Mills. Follow *U. S. 322* over the Seven Mountains (formerly known as the Seven Mile Mountain) to Milroy, Logan's Spring, and Lewistown.

#### *B. From Lock Haven to Lewistown*

A second path named for Shickellamy's son, John Logan, ran from the Great Island (Lock Haven) to Mill Hall, there entering the gap in Bald Eagle Mountain. Emerging, it followed Fishing Creek to Cedar Springs and then took a good ridge, midway between Fishing Creek and Cedar Creek, to Lamar. Thence it followed Little Fishing Creek to Mingoville, crossed the Nittany Mountain, and came down through Logan's Gap. From there it very probably ran directly south to Potters Mills, although there was another better-known route down Penns Creek to Spring Mills.

From Potters Mills it followed the other branch over the Seven Mountains to Logan's Spring and Kishacoquillas' Town (Lewistown).

#### FOR THE MOTORIST

Take *U. S. 220* to Mill Hall, and there take *Pa. 64* south through Cedar Springs and Lamar to Hecla Park (Mingoville). There fork left on *L. R. 14027*, and follow it for about 5 miles to a T at *Pa. 192*.

From this point it is impossible to follow the old path on modern roads. It will be best to turn left on *192* and follow it for about a mile. Then turn right on *L. R. 14031* and follow it past Penn's Cave and Farmers Mills to Spring Mills. There take *L. R. 14030* and follow it to its junction first with *Pa. 53* and then with *U. S. 322* at Potters Mills. Follow *322* to Lewistown.

<sup>1</sup>For an explanation of the confusion in the names, see the author's "Logan, the Mingo: A Problem in Identification," *Pennsylvania Archaeologist*, XXXII, Nos. 3-4 (December, 1962), 91-96.

## 56. Logstown Path

*From Ambridge to Franklin*

The Logstown Path ran from the Indian settlement at Logstown (Legionville, about two and a half miles north of Ambridge) on the Ohio River to Venango (Franklin) at the junction of the Allegheny River with French Creek.

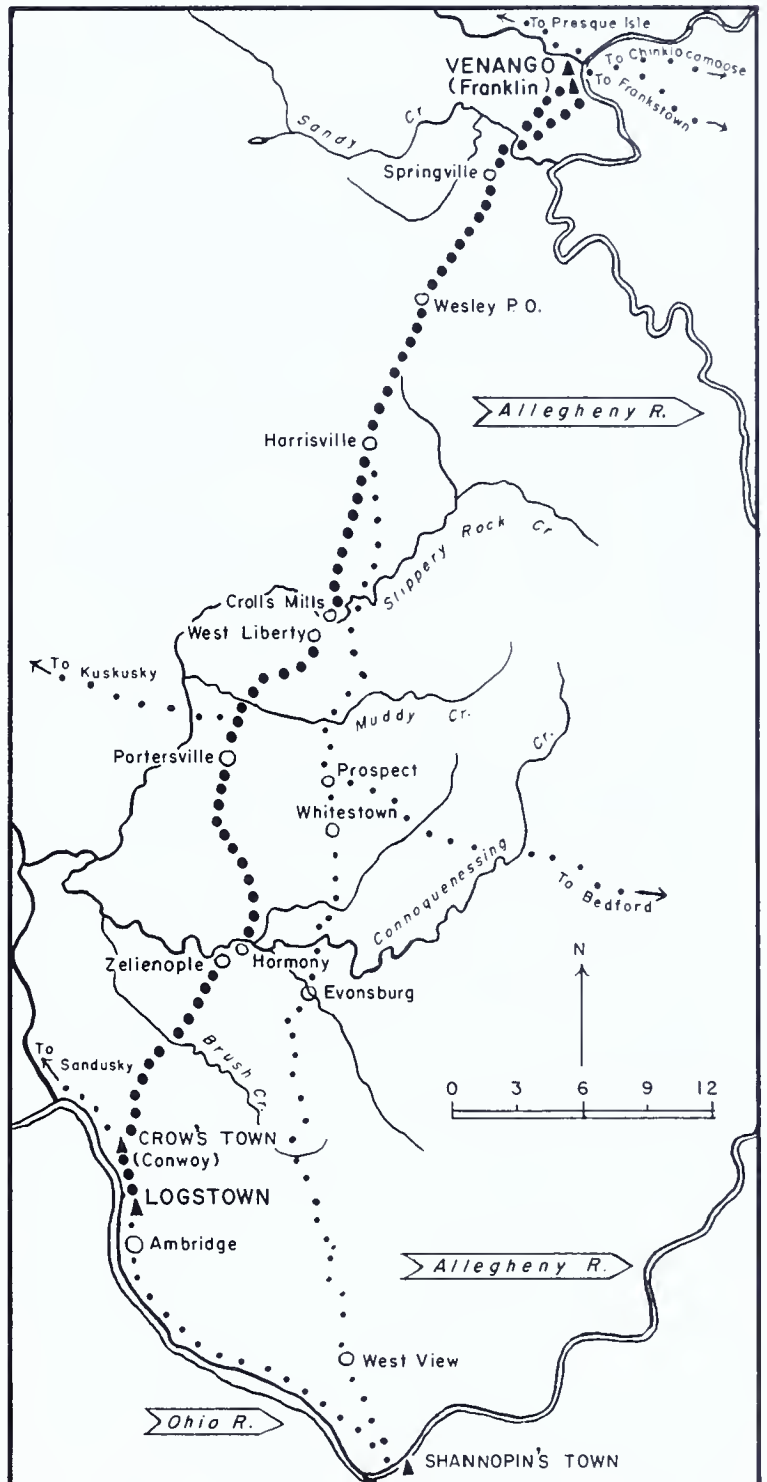
Before white men occupied the Forks of the Ohio and built Fort Duquesne and Fort Pitt, the preferred Indian route from that general vicinity to Venango and Lake Erie was by way of Logstown, eighteen miles down the Ohio from Pittsburgh. The Logstown Path offered an all-weather highway with an excellent ford of Muddy Creek (in Butler County), provided by remains of the terminal moraine of the Wisconsin Glacier. It was the path that George Washington, on Indian advice, took in 1753 when on his way to Fort Le Boeuf. See Appendix No. 5.

The Logstown Path followed the Great Path down the Ohio to Crow's Town (Conway). There it left the river, turning northeast past Big Knob to "Washington's Spring" in the outskirts of Zelienople. It forded Connoquenessing Creek at Harmony or in that vicinity and, after continuing northeast for a mile to get on to a convenient ridge, turned and ran slightly west of north to Portersville. Crossing Muddy Creek where *Pa. 488* does, at the former Porterville Station, it angled northeast to Hogue Run and West Liberty, and crossed Slippery Rock Creek at one of several possible fords: Crolls Mills, Dougherty's Mill, the Pines, or what is known today as "Washington's Crossing" in Slippery Rock Park.

There is debate whether after crossing Slippery Rock Creek the path ran along beside the creek to join the path from Pittsburgh (the Franklin Road) south of Forestville, or whether it continued to ride the terminal moraine from Croll's Mill to Harrisville and there joined the Franklin Road. In either case, from Harrisville it followed the same route as that taken by the better-known Venango Path (*q.v.*) from Pittsburgh.

### FOR THE MOTORIST

From Pittsburgh take *Pa. 65* through Ambridge and Old Economy to Legionville (Logstown) and so on to Conway. It is difficult to fol-



LOGSTOWN PATH

low this path from Conway to Zelienople, but a convenient way to cross the same tract of country is to turn right at Conway on *L. R.* 992 and follow it to *Pa.* 989. Turn left (north) on 989 and follow it to Zelienople.

From Zelienople, *U. S.* 19 (by-passing Harmony) follows the same ridge as that used by the Indian path as far as Portersville. Immediately after leaving Portersville, bear right on *Pa.* 488. Keep on 488 for about  $2\frac{3}{4}$  miles to the crossing of Muddy Creek. In one-tenth of a mile north of the crossing, bear right on a small road angling through the woods, up over a hill, and down into the valley of Hogue Run. Find your way to West Liberty (through which the path passed) and take other small roads to meet *Pa.* 8, which will take you to Harrisville and from that point to Franklin over the same general route as the old trail.

If you have time, stop at Dougherty's Mill, where *Pa.* 173 crosses Slippery Rock Creek, and see the slippery rocks (just under the water) which provide a good slide for bathers about to plunge in the pool below, and which it seems to this writer may have given the creek its name.

## 57. Loyalhanna Path

*From Ligonier to Vandergrift*

From the Indian town of Loyalhanna (Ligonier) the Loyalhanna Path followed the Raystown Path to a point about a mile and a half northwest of Latrobe. There it broke away, bearing north and remaining on the west side of Loyalhanna Creek to its mouth. It crossed the Kiskiminetas River to Blackleg's Town (Saltsburg), and ran northwest to meet the Kiskiminetas Path in the vicinity of Vandergrift.

This was the path taken by Christian Frederick Post on his second journey in 1758 to the Allegheny.

### FOR THE MOTORIST

Follow *U. S.* 30 (the Lincoln Highway), although it is at first on the wrong side of Loyalhanna Creek. At its junction with *Pa.* 981, turn right and follow 981 through Latrobe to Saltsburg. It soon crosses the creek to the east side, while the Indian path kept on the west side; but, as there is no modern road that follows the old way, it will be best to take this short cut.

From Saltsburg, follow *Pa.* 981. A mile or so west of Salina, turn right on *Pa.* 819 and follow it to Vandergrift.

## 58. Loyalhanna - Goschgoschink Path

*From Ligonier to West Hickory*

From Loyalhanna (Ligonier) as far as to Rayne Township in Indiana County, the path to Goschgoschink (West Hickory) followed the Catawba Path. From there to Redbank Township in Jefferson County, it followed the Venango-Frankstown Path; and after that it followed the Goschgoschink Path to the Indian settlement at Goschgoschink on the upper Allegheny.

### FOR THE MOTORIST

No adequate tracing of this path by modern roads is possible. See, however, some suggestions for motorists under *Catawba Path*, *Venango-Frankstown Path*, and *Goschgoschink Path*.

## 59. Loyalsock Path

*From Dushore to Montoursville*

It has been suggested by J. Andrew Wilt<sup>1</sup> that an Indian path beginning opposite Wyalusing on the North Branch of the Susquehanna "led up the Sugar Run creek and thence over the divide to the headwaters of the Little Loyalsock to Dushore, Sullivan County, thence down said creek and the Big Loyalsock to its mouth at Montoursville on the West Branch of the Susquehanna."

It is unquestioned that an important path ran from the mouth of Sugar Run Creek over the divide to the West Branch of the Susquehanna. Its western descent, however, was not by the valley of the Loyalsock but by that of Muncy Creek. See the *Wyalusing Path*. There were undoubtedly bits of paths along the Loyalsock Valley, connecting individual small camp sites, of which there were a number between Montoursville and Hillsgrove. But it is unlikely that Indians going any distance used the interminable windings of the Loyalsock route. By water, the distance between Forksville (at the junction of the Big and Little Loyalsock) and Montoursville is over thirty-six miles. The crow's flight is about twenty-four.

John S. Koch of Allenwood (some ten or twelve miles south of Montoursville) writes:

. . . my reason for believing there was never a prominent Indian trail in the Loyalsock is due to its many deep pools and dozens and dozens of swift riffles which make crossing and recrossing a difficult task, especially during cold weather.

I have read where the Indians forded streams that were chest deep during very cold weather, but I'm afraid on the Loyalsock chest deep would not get them across, and to ford the riffles, it would take a mighty good man to stay on his feet. I'll bet today that nine out of ten riffles can not be waded with hip boots, owing to their swiftness and depth.

In going from Montoursville to Hillsgrove (I believe they call it twenty eight miles) one hits all points of the compass, since the creek is so crooked, yet the road follows it reasonably close except for a few places. . . .<sup>2</sup>

### FOR THE MOTORIST

From Dushore to Montoursville *Pa.* 87 offers a most delightful tour along the banks of the Little and Big Loyalsock. It demands the attention of the discriminating motorist, who must believe that Indian hunters, at least, followed the Loyalsock Valley here and there.

<sup>1</sup> Bradford County Historical Society, *Annual*, I, 30.

<sup>2</sup> Letter to the present writer, May 5, 1962.

## Lycoming Path

The Sheshequin Path was sometimes called the Lycoming Path, its southern terminus being at the mouth of Lycoming Creek.

See the letter written by Colonel Thomas Hartley to Colonel Zebulon Butler, September 10, 1778, a few weeks after the Battle of Wyoming:

That it is absolutely necessary that the Troops at Wyoming, those on the West Branch, & in this Department should effect a Junction before they proceed against Chemung, where I understand great part of the Plunder taken from our unhappy Brethren at Wyoming, & a Body of Indians, & Tories are collected—I mean that this Town should be approached by the Lycawming Path to the Mouth of Tawandie; & that the Town should be attacked & if possible Destroyed, & that the Troops should Sweep the Country, down the River to Wyoming—<sup>1</sup>

<sup>1</sup> Wyoming Historical and Geological Society, *Proceedings*, VII (1901), 140.

## McKee's Path

The name McKee's Path was sometimes given to each of two eastern branches of the Frankstown Path. One, which began at Thomas McKee's Upper Trading Post on the Susquehanna at present Dalmatia, probably followed the West Mahantango. The other is said to have run west from Liverpool. Charles H. Snyder of Sunbury is of the opinion that these were two branches of the same path. They "intersected,"

he writes, "along the headwaters of the Cocolamus, and continued southwest along Delaware Run, joining the Juniata Path at present Thompsonstown."<sup>1</sup>

For map and directions see *Juniata Path*.

<sup>1</sup>"The Great Shamokin Path and Other Trails Which Radiated from the Forks of Susquehanna," Northumberland County Historical Society, *Proceedings*, XIV (1944), 41-45. See also Charles A. Hanna, *The Wilderness Trail*, I, 218.

## 60. Mahanoy Path

*From Lewistown to Selinsgrove*

The course of the Mahanoy Path has not been closely defined, but its existence as a "Warriors Path" and as a "Trading Path" is attested by records in the Land Office: "Gottfret Clyne . . . Between the Warriors Path and Jacks Mountain";<sup>1</sup> Hugh Brown ". . . under Jacks Mountain on the South side and lying above the Trading Path about a mile from the head of the Long Hollow—,"<sup>2</sup>

According to Charles Fisher Snyder,<sup>3</sup> the Mahanoy Path ran northeast from Kishacoquillas' Town (Lewistown) on the Juniata up Jacks Creek to the vicinity of Maitland and Wagner, at both of which places he has found warrants that mention it. It passed through Middleburg, where a tract surveyed in 1766 was described as "on the old trading path,"<sup>4</sup> and reached the Susquehanna in the vicinity of Selinsgrove.

The Mahanoy Path received its name from Mahanoy Creek (the former name of what is now Middle Creek, Snyder County),<sup>5</sup> the valley of which it followed for about ten miles.

### FOR THE MOTORIST

U. S. 522 follows the general course of the path from Lewistown to Selinsgrove.

<sup>1</sup>West Side Applications (1767), No. 4616, Bureau of Land Records.

<sup>2</sup>Cumberland County Warrants, B 87.

<sup>3</sup>"The Great Shamokin Path and Other Indian Trails Which Radiated from the Forks of the Susquehanna," Northumberland County Historical Society, *Proceedings*, XIV (1944), 46-47.

<sup>4</sup>West Side Applications, No. 162; Survey D 16-29, to Alexander Clay.

<sup>5</sup>John Martin Stroup and Raymond Martin Bell, *The Genesis of Mifflin County, Pennsylvania* (Lewistown, Pa., 1957), 67.

## 61. Mahoning Path

*From Beaver, Pa., to Akron, Ohio*

There were several paths called the Mahoning Path, just as there were several Mahoning creeks, Mahoning runs, and Mahoning towns. The Delaware word *mahoni* means "lick" (deer lick). When the locative *-ing*, *-ink*, or *-unk* is added, the word *Mahoning* means "at the deer lick."

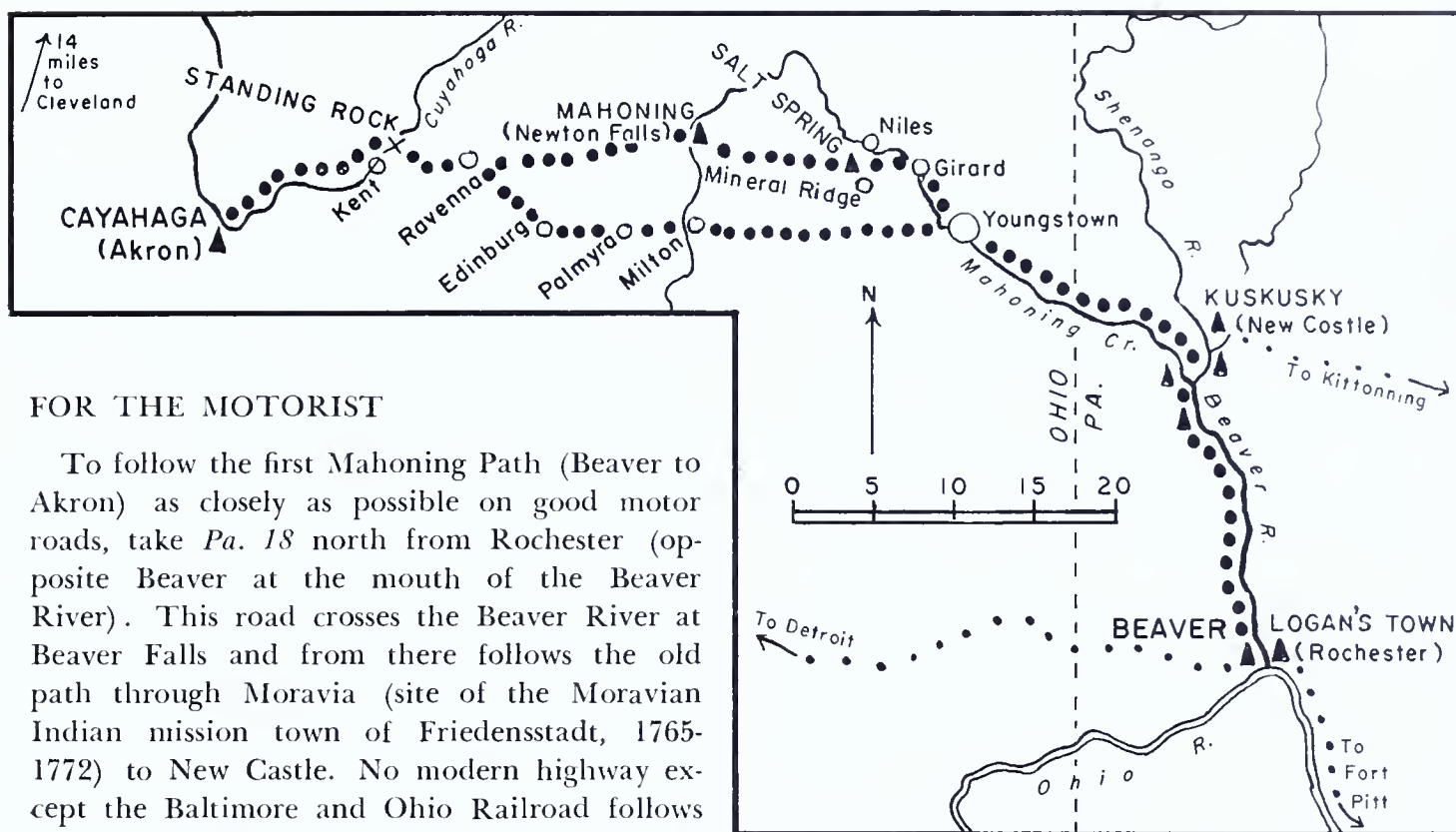
1. The Mahoning Path from Beaver to Akron was a short cut on the Great Path. Beverly Bond, in *The Foundations of Ohio*,<sup>1</sup> writes, "The Mahoning Trail, as the shortest route, was especially popular with couriers on foot between Detroit and the Pennsylvania frontier."

Leaving the Great Path at Beaver's Town (Beaver), the Mahoning Path ran up the west side of the Beaver River to Kuskuskies (New Castle), and continued up the east side of the Mahoning Valley to Youngstown, Ohio. From Youngstown one branch of the path led west through the Ohio towns of Milton, Palmyra, Edinburg, and Ravenna, "crossing the Cuyahoga at Standing Rock about a mile above the present town of Kent," as the Rev. E. V. Collins writes.<sup>2</sup> From the Indian town of Cayahaga (Akron), this branch ran west to join the Great Path on the headwaters of the Sandusky River.

An alternate branch from Youngstown ran northwest to a crossing of the Mahoning River near Girard. From there it struck west between Mineral Ridge and Niles to the Salt Spring<sup>3</sup> (about a mile southwest of Niles), where it was joined by the Cayahaga Path from Venango (Franklin) and Pymatuning.

2. The name, Mahoning Path, was sometimes given to that section of the Nescopeck Path which the Moravians used when they traveled from Bethlehem to their mission town of Gnadenhütten (1746-1755) at the mouth of Mahoning Creek at Lehigh. See *Nescopeck Path*.

3. Another Mahoning Path ran from Muncy on the West Branch of the Susquehanna to the mouth of Mahoning Creek at Danville on the North Branch. See *Muncy-Mahoning Path*.



MAHONING PATH

## FOR THE MOTORIST

To follow the first Mahoning Path (Beaver to Akron) as closely as possible on good motor roads, take *Pa. 18* north from Rochester (opposite Beaver at the mouth of the Beaver River). This road crosses the Beaver River at Beaver Falls and from there follows the old path through Moravia (site of the Moravian Indian mission town of Friedensstadt, 1765-1772) to New Castle. No modern highway except the Baltimore and Ohio Railroad follows the east bank of the Mahoning River as the Mahoning Path did; but the general course of the old highway may be seen if one takes *U. S. 422* west from New Castle to Youngstown, Ohio, and there turns left on *Ohio 18* for Akron; or if one continues on *422* from Youngstown past Niles to Warren and there turns left on *Ohio 5*, which picks up the old path and follows it through Ravenna and Kent to Cayahaga Indian Town at Akron.

<sup>1</sup> (Columbia, Ohio, 1941), 26.

<sup>2</sup> "Capt. Samuel Brady," Kittochtinny Historical Society, *Papers*, V (1905-1908), 103.

<sup>3</sup> Frank N. Wilcox, *Ohio Indian Trails* (Cleveland, 1933), 70.

## 62. Masthope Path

*From Indian Orchard to Masthope*

Evidence for the Masthope Path is found in Warrantee Survey D 109-205, dated 1775: "... about five mile from the old Indian Orchard in Lehiwaxin o. the path Leading from s<sup>d</sup> Orchard to a place known by the name of Masthope on Delloware River."

The Masthope Path probably ran east from Indian Orchard past the old Rock Branch School, crossed Swamp Brook and Wolf Pond Run, and followed the valley of Rattlesnake Creek to Masthope on the Delaware River.

## FOR THE MOTORIST

From Indian Orchard (3 miles south of Honesdale) take *U. S. 6* south for about  $\frac{1}{2}$  mile and turn left (east) on *L. R. 958*. Follow *958* to Masthope.

## 63. Maxatawny Path

*From Easton to Reading*

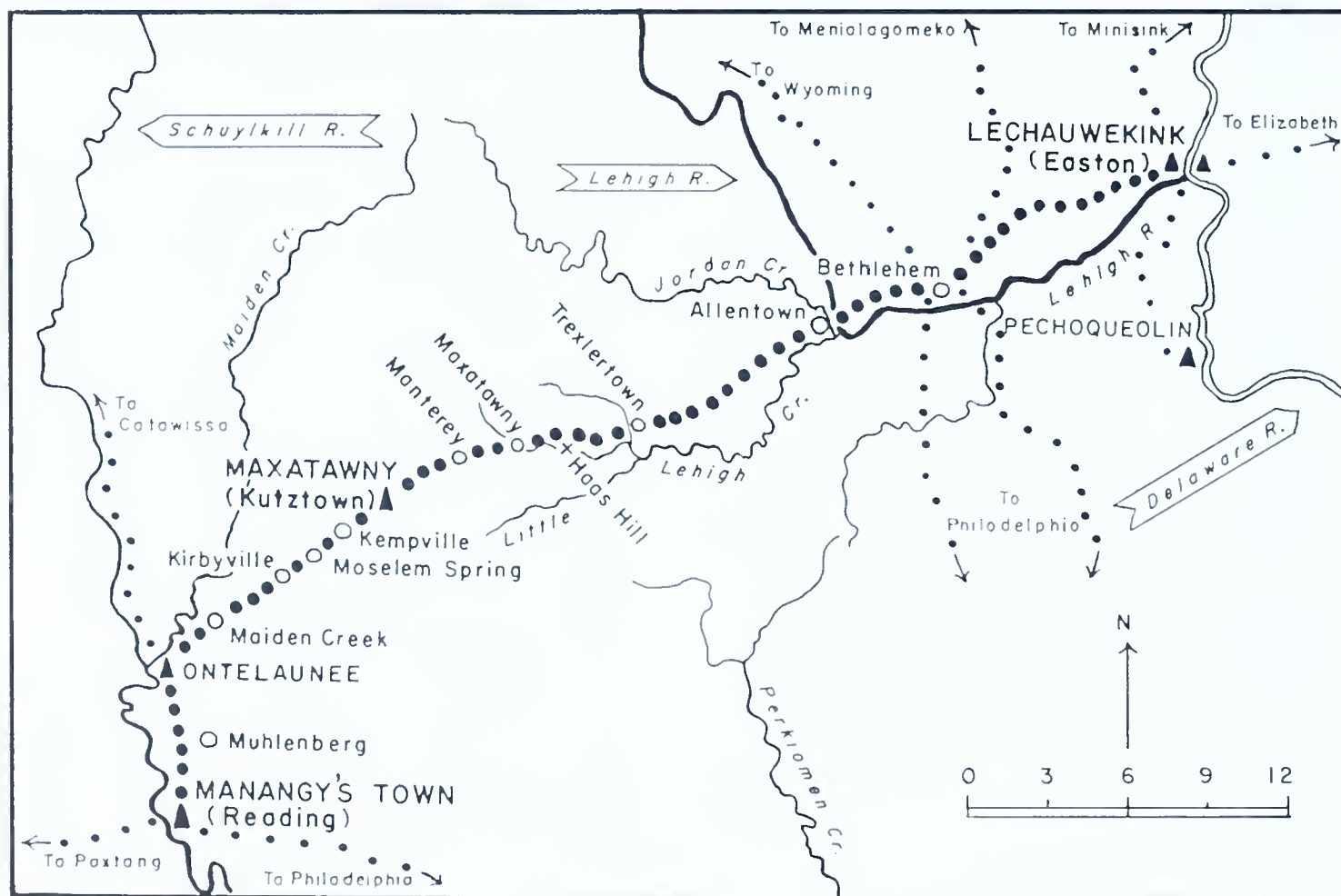
The Maxatawny Path ran from Lechauwekink (the Forks of the Delaware, including Easton, Bethlehem, and Allentown), through the Indian settlement at Maxatawny (Kutztown and vicinity) to Maiden Creek and Reading.

The area now comprised in Maxatawny Township was formerly much loved by the Delaware Indians, who remained here for some time after white settlers surrounded them, maintaining friendly relations with the newcomers. In 1729 Daniel Levan, a Huguenot, took up land hereabouts. At the foot of the hill on the east side of Kutztown, he built a stone house which, under his son-in-law George Kemp, became a famous tavern, said to be the earliest in eastern Berks County. It is still known as Kemp's Hotel.

There is a lack of explicit evidence for this traditional Indian path. But the known pres-

ence of so many Indians in Maxatawny Township presupposes highway connections with the Forks of the Delaware and the Indian paths radiating from it, as also with Reading, where the Allegheny Path from Philadelphia to Harrisburg and Pittsburgh crossed the Schuylkill River.

The white man's road following this same route (orders for the construction of which were issued in 1754) ran along a gentle ridge in the middle of the wide valley bounded by the Lehigh (or South) Mountain and on the north by the Blue Mountain. The terrain is so well suited to moccasined travel that one can be sure the Maxatawny Delawares used it. It is, however, probable that Indians, when they passed directly from the Forks of the Delaware to the vicinity of Reading, took the shorter though more difficult way through Oley which



MAXATAWNY PATH

Count Zinzendorf described in 1742. See the *Oley Path*.

The Easton-Reading Road, which provides the principal evidence for the Maxatawny Indian Path, forded the Lehigh River and Jordan Creek, crossed the site of Allentown, passed Trexler's (Trexlerstown), Haas Hill, the present village of Maxatawny, Hottenstein's (Hottenstein School about a mile beyond Monterey), Kemp's Tavern (Kutztown), Kempville (where Daniel Kemp's brother Jacob settled), Moselem Spring, Kirbyville, Maiden Creek, Ontelaunee, Tuckerton, Muhlenberg Station, and entered Reading by way of the Charles Evans Cemetery.

An eastern extension of the Maxatawny Path ran from Philipsburg (on the Delaware River opposite Easton) over the New Jersey mountains to Somerville, where it joined the Lenni Lenape Path (from Philadelphia to Elizabeth, N. J.).

Two early roads approaching the Maxatawny region from the south were known as the "Maxatawny Road" (or the "Albany Road," Albany being on Maiden Creek some miles northwest of Kutztown) and the "New Maxatawny Road." They intersected the Easton-Reading Road: the Maxatawny Road near the Hottenstein School, the New Maxatawny Road at Kutztown.

#### FOR THE MOTORIST

U. S. 222 follows the Maxatawny Path closely between Reading and Allentown; then U. S. 22 less closely between Allentown and Somerville.

## Mead's Path

### *From Clearfield to Meadville*

In 1788 David and John Mead of Shamokin (Sunbury) drove four horses with goods over Indian paths to Meadville on French Creek. They took the Great Shamokin Path through Chinklacamoose Old Town (Clearfield) to the vicinity of present Luthersburg. There, at the forks, they took the branch to the right, and followed it to Venango (Franklin). From Franklin they took the well-known Venango Path up French Creek to Meadville.<sup>1</sup>

They are said to have widened the path from the mouth of Anderson Creek near Curwensville to Venango. In consequence, this part of the path to Venango is often known as "Mead's Trail."

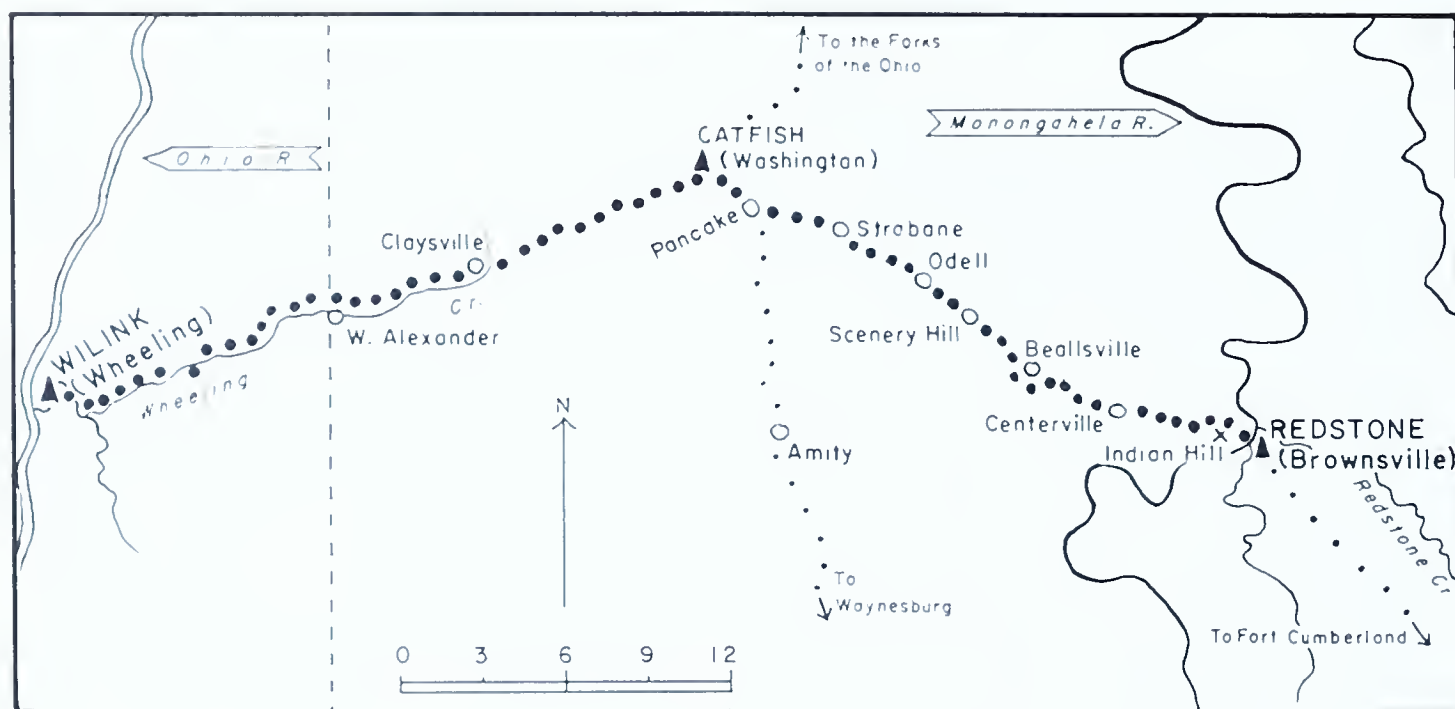
See the *Venango Path* and the *Venango-Chinklacamoose Path*.

<sup>1</sup>W. J. McKnight, *A Pioneer Outline History of Northwestern Pennsylvania* (Philadelphia, 1905), 459.

## Meniolagomeka Path

### *From Bethlehem to Wilkes-Barre*

See Wechquetank Path.



## MINGO PATH

## 64. Mingo Path

*From Brownsville, Pa. to Wheeling, W. Va.*

The Mingo Path was a western continuation of Nemacolin's Path. Its course from Redstone (Brownsville) through Catfish (Washington) to Wheeling was closely followed by the old National Pike and is still for the most part followed by the new National Road, *U. S. 40*.

Crossing the Monongahela River at Brownsville, it ascended a shoulder of Indian Hill through Indian Peter's Land, a little north of Krepp Knob. The National Pike, which kept south of the Knob, rejoined the path about two miles west of the Monongahela crossing.

Road and trail together ran past what is now Taylor Church, through Centerville (formerly East Bethlehem), near Beallsville (the path bypassed the actual site, using the higher ground to the south), and by way of Scenery Hill, Odell, Little Summit, Strabane, and Pancake (now Laboratory) to Catfish.

At Catfish it veered southwest on a course that is still closely followed by the National Pike, past Sugar Hill and Claysville. At Vienna it left the valley of Dutch Fork, which now carries the National Road, and went up over the hills on a dry but zigzag course through West

Alexander and across the West Virginia line to Valley Grove, where the National Road rejoins it. From that point the Mingo Path followed the valley of Wheeling Creek to the Ohio River at Wheeling.

Earle R. Forrest, in his *History of Washington County, Pennsylvania*, notes the important part played by the Mingo Path in the development of the American West: "The main line of travel for red men and white in early times, it later was the principal route for emigrants going west."<sup>1</sup>

Across the Ohio, the Mingo Path—widened in 1796 by Ebenezer Zane and since known as Zane's Trace—ran west to the fording of the Muskingum River at Zanesville, where trail and trace separated. The trail continued west, while the trace bent southward to Chillicothe on the Scioto River and Limestone (Maysville, Ky.) across the Ohio River from Aberdeen, Ohio.

That section of the Mingo Path running from Brownsville to Catfish (Washington) was sometimes known as the Catfish Path.

### FOR THE MOTORIST

Follow *U. S. 40* from Brownsville through Washington to Wheeling.

<sup>1</sup> (Chicago, 1926), I, 36.

## 65. Minisink Path

*From Minisink Island to Wilkes-Barre*

From Minisink Island (in the Delaware River three miles below Milford) the Minisink Path ascended Indian Point near the mouth of Raymond Kill and followed the height of land between the kill and Conashaugh Creek. After about two miles, the path was joined by what is now the Blooming Grove Road, and they ran together for another two and a half miles. About a mile west of the bridge over Dwarf's Kill, path and road parted company, the path striking off northwest on a course that kept it south of the Log Tavern Ponds. On Cranberry Ridge, two and three-fourths miles beyond the southern tip of the second and larger of the Ponds, the Minisink Path was joined by the old Wyoming Road from Milford. From that point the road followed the path closely most of the way.

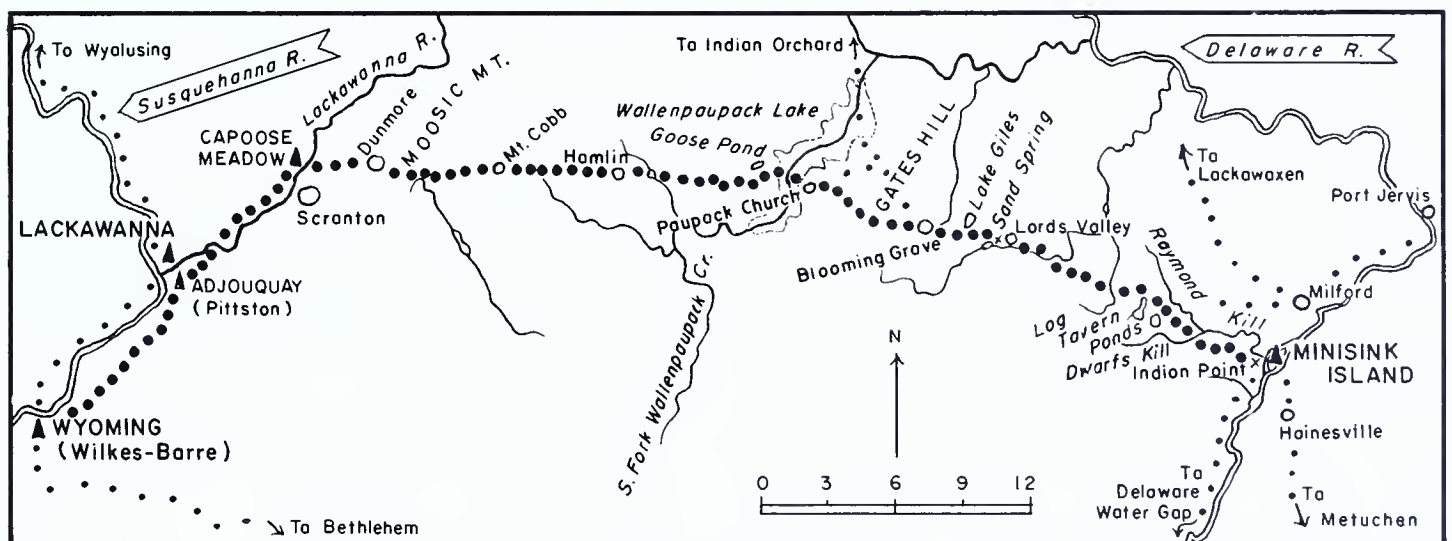
From Cranberry Ridge the Minisink Path ran five and a half miles to the Sand Spring, an interesting landmark about a third of a mile west of the crossroads at Lords Valley and within 150 yards of the modern road. From the Sand Spring, after passing Lake Giles, the path came in about two and a half miles to Blooming Grove House at the junction of the Wilderness Road with the Blooming Grove Road.

Continuing west for another two miles to the present Blooming Grove (on Kleinhans Lake), the path took a nearly straight course over the

hills to Paupack Church, which overlooks the artificial Wallenpaupack Lake.<sup>1</sup> West of Paupack Church the path crossed Wallenpaupack Creek. Beyond the creek, its course has not been well authenticated, but it would appear to have passed south of Goose Pond and to have continued west by St. Mary's Church and Centerville School. *Pa. 348* joins the Indian path at Cooks Pond, about a mile and a half west of Hamlin, and follows it to Mount Cobb.

Path and road part company again about a mile west of Mount Cobb. The path crosses Moosic Mountain by way of Indian Spring, which, according to H. Hollister in his 1885 *History of the Lackawanna Valley*,<sup>2</sup> "forms one of the lesser tributaries of Roaring Brook." The same author notes that "Near the mountain spring, . . . this old Indian path for several hundred yards to the east of it, was so deeply indented as to show its depth and general outline even today."<sup>3</sup>

The path descended Moosic Mountain by comparatively easy grades, keeping well above the gorge of Roaring Brook. It crossed Little Roaring Creek near its mouth, passed through Dunmore and Scranton, and forded the Lackawanna River to Capoose Meadows, where it picked up the Lackawanna Path. This it followed to Lackawanna and Adjouquay (Pittston). The Minisink Path continued thence along the east



MINISINK PATH

side of the Susquehanna to Wyoming (Wilkes-Barre).

East of the Delaware, the path ran through New Jersey to tidewater. Its course has been described by Wheaton J. Lane and Thomas J. Wertenbaker in *From Indian Trail to Iron Horse*:

. . . From Minisink Island . . . it led in a general southeasterly direction to Lake Hopatcong, passing through the present towns of Hainesville, Branchville, and Newton. At Lake Hopatcong it turned east, following the glacial terminal moraine to the Rockaway River and Den-ville. At this point there appears to have been a division, the main path continuing on to Springfield by way of Parsippany and Hanover, while the other rejoined it after pursuing a more southerly course to Springfield through Morristown, Madison, and Chatham. This second route closely followed the line of the terminal moraine. From Springfield, the trail led south to Metuchen, crossed the Raritan, and then turned east, ending at the Shrewsbury and Navesink Rivers.<sup>1</sup>

The New Jersey part of the Minisink Path was a well-beaten highway, from two to three feet wide. Over it the Indians, especially the Munsee (Minsi) branch of the Delawares, traveled throughout the year. Its main function was to provide an easy way to the shell fisheries on the seacoast. The many shell heaps discovered by archeologists about the mouths of the Raritan and Shrewsbury rivers attest the extensive use of sea food by these Indians. The meat was dried and strung, to be carried up to Minisink. The shells supplied the raw material for wampum. In later times the path was used for trade with the white men.

#### FOR THE MOTORIST

From Minisink Island (3 miles south of Milford on *U. S. 209*) take *L. R. 51008*, follow it for 1½ miles, turn left on *L. R. 51001* for about ½ mile, and then turn right on *L. R. 51007*. Follow *51007* for about 6 miles to *L. R. 950*. Turn right and follow *950* to Lords Valley. There turn left (west) on *L. R. 51019* and continue with it through Blooming Grove. Since it is impossible to follow the path through the new Lake Wallenpaupack, the motorist will have to make a wide

detour round the lake head. Continue on *51019* to meet *Pa. 507*, follow *507* till it runs into *U. S. 6*, and follow the latter to Wilsonville. There turn southwest on *Pa. 590* to Hamlin. Beyond Hamlin take *Pa. 348*, follow it to its junction with *Pa. 611*, and take *611* to Scranton. From Scranton follow *U. S. 11* to Wilkes-Barre.

<sup>1</sup> The Wyoming Road appears to have left the Minisink Path several miles east of Paupack Church and made a detour to find easier grades. It ran northwest from Blooming Grove to Gates Hill, no doubt following another Indian path headed for Indian Orchard near Honesdale. Leaving this Indian path near Lafton, it swung west round the north end of Blooming Grove Pond (now Fairview Lake), and picked up the Minisink Path again about a mile and a quarter east of Paupack Church.

<sup>2</sup> (Philadelphia, 1885), 51.

<sup>3</sup> *Ibid.*, 50.

<sup>4</sup> (Princeton, 1936), 16.

## 66. Minsi Path

*From Philadelphia to Minisink Island  
and Kingston, N. Y.*

The Minsi Path was named for the Munsee (Minsi) Indians, a branch of the Lenni Lenape or Delawares, who lived on the upper Delaware River in the vicinity of Minisink Island, the general area above and below being known as the Minisinks. The Minsi Path was the principal means of communication these Indians had with the lower Delaware River on the one hand and with the Hudson River on the other.

From Philadelphia (chosen here as a convenient starting point) the Minsi Path followed the Lenni Lenape Path (the Old York Road) as far north as the village of Rising Sun, which is about three-quarters of a mile south of Nicetown. At Rising Sun there was a fork. Taking the left branch, the Minsi Path passed Stenton (James Logan's estate, where Indians frequently congregated), and followed what is now Germantown Avenue to Mount Airy and Chestnut Hill.

From Chestnut Hill the Minsi Path is followed fairly closely by the Old Bethlehem Pike (*U. S. 309*) by way of Flourtown, Whitemarsh, Fort Washington, Ambler, Springhouse, Montgomery Square, Montgomeryville, and Colmar to Line Lexington. There it turned right (as

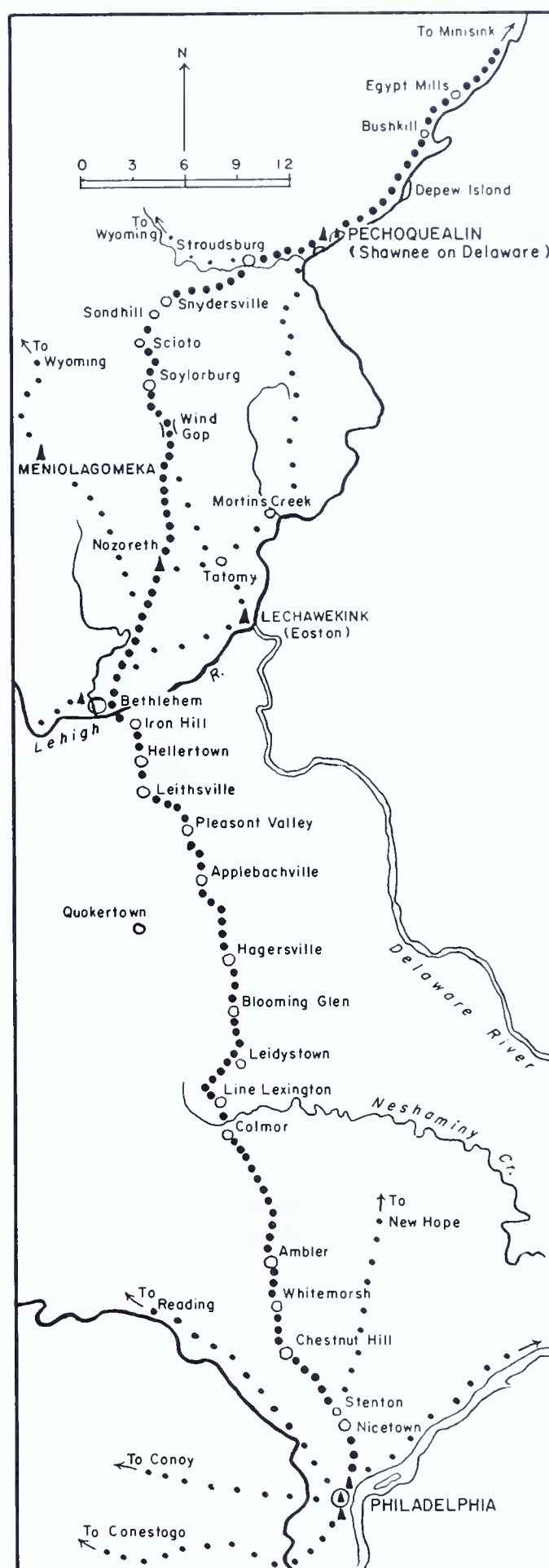
also did the original Bethlehem stagecoach road which was built on this Indian path, while the later Bethlehem Pike ran through Quakertown) and went by way of Leidystown, Mount Pleasant, Blooming Glen, Hagersville, Keelersville, Applebachville, Amity School, Pleasant Valley, Springfield School, Leithsville, and Hellertown to Iron Hill. There it turned west to ford the Lehigh River near the present Minsi Trail Bridge, some distance east of the mouth of Monocacy Creek.

After crossing the Lehigh, the traveler went north about a mile to a point (now the junction of Elizabeth Avenue and Linden Street) where the Minsi Path forked, the left branch, *Pa. 191*, running north to Nazareth, while the right branch, *U. S. 22*, ran to Easton.

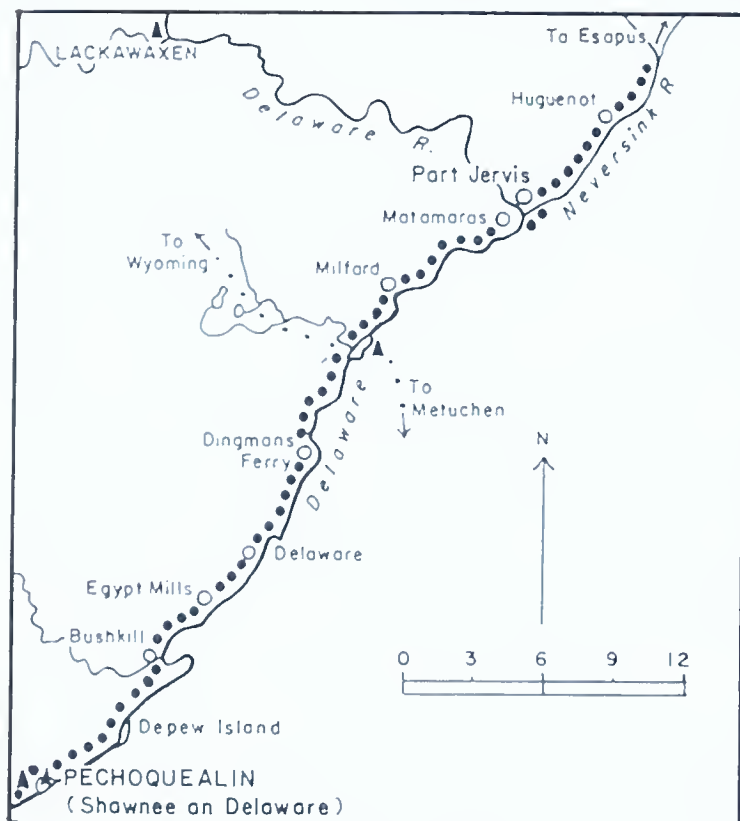
At Nazareth again the path forked. One branch ran east to Tatamy (where it picked up the branch going through Easton), then northwest to Martins Creek, and from there north to Totts (Tatamy's) Gap, across the hills flanking the Delaware Water Gap, and so on to Shawnee on Delaware. The other route ran north from Nazareth through Schöneck to Wind Gap and Saylorsburg. There the Minsi Path took the right fork (the other led to Wyoming), passing present Sciota and Sandhill, and going on to Snyder'sville. There again the path forked, the path to the left being the one taken by General Sullivan in 1779, while the Minsi Path kept to the right.

From Snyder'sville the Minsi Path passed through present Stroudsburg to Pechoquealing (Shawnee on Delaware). Thence it followed the Delaware River past Bushkill, Egypt Mills, Dingmans Ferry, to Minisink Island, the principal Munsee town, situated opposite Indian Point at the mouth of Raymond Kill.

The Minsi Path gave the Munsees communication with their kin on the Hudson River. From Minisink Island it ran up along the Delaware through Milford. Crossing the river at a ford just below Carpenter's Point (near Tristate), it came to Port Jervis. From Port Jervis the path ran east up the valley of the Neversink River and down Rondout Creek to Esopus (Kingston, N.Y.) on the Hudson River. Between Esopus and Port Jervis, the Old Mine Road of the Dutch followed the Minsi Path. West of Port Jervis,



MINSI PATH, SOUTH



MINSI PATH, NORTH

the Mine Road ran down the New Jersey side of the Delaware to a copper mine in the vicinity of Shawnee. Early settlers, such as Nicholas Depui and Daniel Brodhead, who were already here in 1727, used the Mine Road from Esopus to reach their lands in the Minisink region. Leroy Jennings Kochler in *The History of Monroe County,*

*Pennsylvania, During the Civil War*,<sup>1</sup> notes the claim by some authors that there were seventeenth-century Dutch settlements in the Minisink region of Pennsylvania before the Swedes arrived in Chester County.

#### FOR THE MOTORIST

It is not difficult to follow the Minsi Path, most of the way, on modern roads. In Philadelphia, follow Germantown Avenue to Chestnut Hill. There turn right on U. S. 309 and (keeping to the old Bethlehem Pike through White-marsh and Ambler) go on to Line Lexington, which is  $1\frac{1}{4}$  miles north of Colmar. At Line Lexington turn right on L. R. 616 through Mount Pleasant. Take L. R. 09088 to Hagersville, 09068 to Applebachville and Pleasant Valley, L. R. 09071 and Pa. 412 to Leithsville, Hellertown, and Bethlehem.

In Bethlehem, take Pa. 191 and follow it to Nazareth. From there a succession of legislative routes (48043, 48040, 48071, and 166) follow the old path to the Wind Gap. North of the Wind Gap, take U. S. 209 and follow it to Stroudsburg. From there take the river road to Shawnee, and follow the river road (L. R. 45012) till you reach U. S. 209 again near Bushkill. Follow 209 through Port Jervis to Kingston, N. Y.

<sup>1</sup> (Stroudsburg, 1950), 10.

## 67. Monocacy Path

*From Wrightsville to Frederick, Md.*

From Wrightsville, one branch of the Monocacy Path ran to York by way of Hallam and Spring Plains (*U. S. 30*), while another approached York from the Susquehannock Castle, which was known during the eighteenth century (after the refugee Conoys had been living here) as Conejohela. This palisaded town was situated just north of the mouth of Canadochly Creek and opposite Washington Boro. From Conejohela the Monocacy Path ran by East Prospect, Canadochly Church, and Plank Road to York.

From York the path ran southwest to **Hanover** by way of Nashville, Spring Grove, and York Road. From Hanover it continued its southwesterly course by Mount Pleasant, Littlestown, and Oakgrove School. It crossed the State line into Maryland about a mile south of Oakgrove School and ran on to Taneytown. A mile and a half below Taneytown the path forked, one branch continuing south to cross the Monocacy River near Frederick, Md., the other turning west to cross the Monocacy at Mumma Ford west of Keysville.

The Monocacy Path was one of the routes that carried a flow of population from Pennsylvania through Maryland, Virginia, and a corner of North Carolina to Cumberland Gap and so into Kentucky. The old rhyme goes:

Me and my wife and my wife's pap,  
We walked all the way to Cumberland Gap.

From Frederick, Md., the path ran southwest to cross the Potomac at Harpers Ferry. It ran up the Shenandoah Valley through Strasburg, Woodstock, Harrisonburg, Staunton, and Lexing-

ton. It passed the Natural Bridge, the vicinity of Salem and Roanoke, Radford, Pulaski, Wyethville, Marion, and Abingdon (Washington Court House). The Wilderness Road, over which Daniel Boone took a party of settlers in 1775 to Boonesborough, crossed Clinch and Powell mountains, climbed through Cumberland Gap, and so entered the fabled Kentucky.

Another emigrants' route led from York, Pa., over the Black Gap Road (Cartledge's Road) to Gettysburg, Hagerstown, Md., and Winchester, Va., near which latter place it was joined by the route from Hanover.<sup>1</sup>

The late Dr. Arthur G. Tracey of Hampstead, Md., has closely mapped the Monocacy Path in Maryland.

By Marylanders, the Monocacy Path was sometimes called the Susquehanna Path.

### FOR THE MOTORIST

The Monocacy Path can be followed without too much difficulty. From Wrightsville, take *U. S. 30* through York. About 4½ miles west of York, veer left on *Pa. 116* to Hanover. Out of Hanover, take *Pa. 194* to Taneytown and Frederick, Md.

<sup>1</sup>For a description of this route, see William Allen Pusey, *The Wilderness Road to Kentucky* (New York, 1921), 51-55; Robert L. Kincaid, *The Wilderness Road* (Indianapolis, 1947); and John Bakeless, *Daniel Boone* (New York, 1939).



## 68. Morrison Cove Path

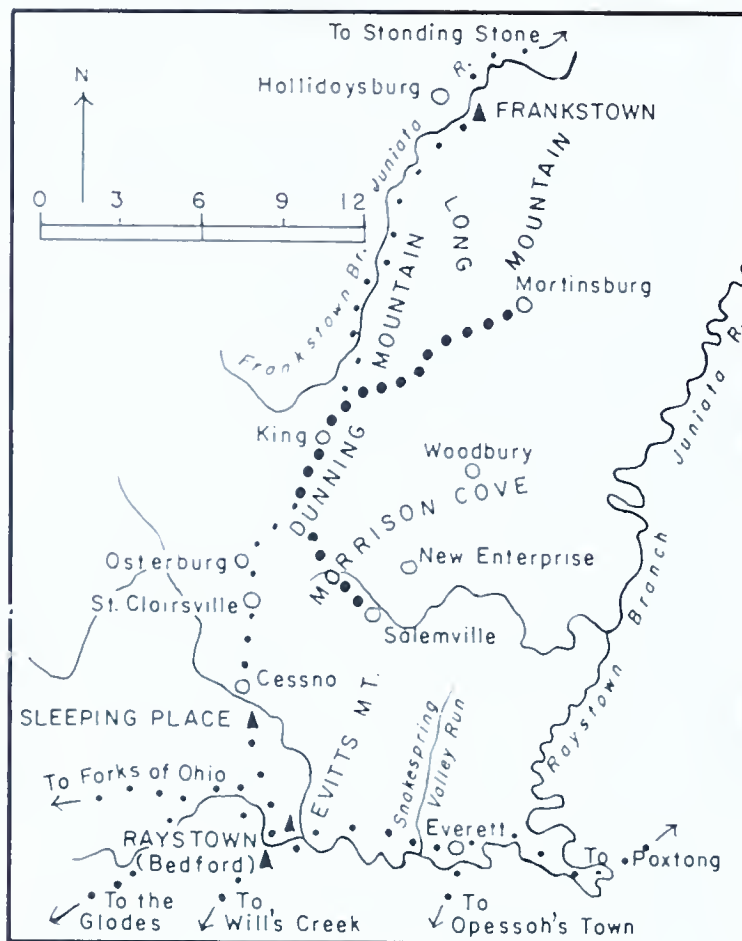
*From near King to Martinsburg*

According to a local tradition reported to the writer on U. S. 220 near the boundary between Bedford and Blair counties, several Indian paths climbed over Dunning Mountain into Morrison Cove. One left the Raystown-Frankstown Path (U. S. 220) in Kimmell Township, Bedford County, about two and one-half miles south of King (that is, a little more than three miles south of the Blair County line). It climbed south-southwest over Dunning Mountain into the Cove.

A second path left the Raystown-Frankstown Path about a mile north of King, at a point two or three hundred yards north of the Blair County line. It climbed northeast to the gap in Dunning Mountain and from there descended, as the modern road does, to the vicinity of Martinsburg.

### FOR THE MOTORIST

The nearest approach to these paths by modern roads is from Sproul, about a mile north of the Blair-Bedford line. Take the township road east over Dunning Mountain past Indian Spring and so down into the Cove, where L. R. 07050 will take you to Martinsburg.



MORRISON COVE PATH

roads. The motorist is advised to take L. R. #1064 southeast from Muncy, follow it for about 3 miles, and continue southeast on country roads to meet Pa. 54. Follow 54 through Comly and Washingtonville to Danville.

## 69. Muncy-Mahoning Path

*From Muncy to Danville*

Leaving Muncy and ascending the hill overlooking Glade Run from the north, the Muncy-Mahoning Path crossed the mountains in a southeasterly direction and then turned south to the valley of Chillisquaque Creek in the vicinity of Washingtonville. Thence it crossed a range of hills to the valley of Mahoning Creek, following the east bank to the creek's mouth at Danville on the North Branch of the Susquehanna River.

### FOR THE MOTORIST

For the first few miles south of Muncy, it is difficult to follow the Indian path on modern



MUNCY-MAHONING PATH

## 70. Nanticoke Path

*From Calvert, Md., to Nanticoke, Pa.*

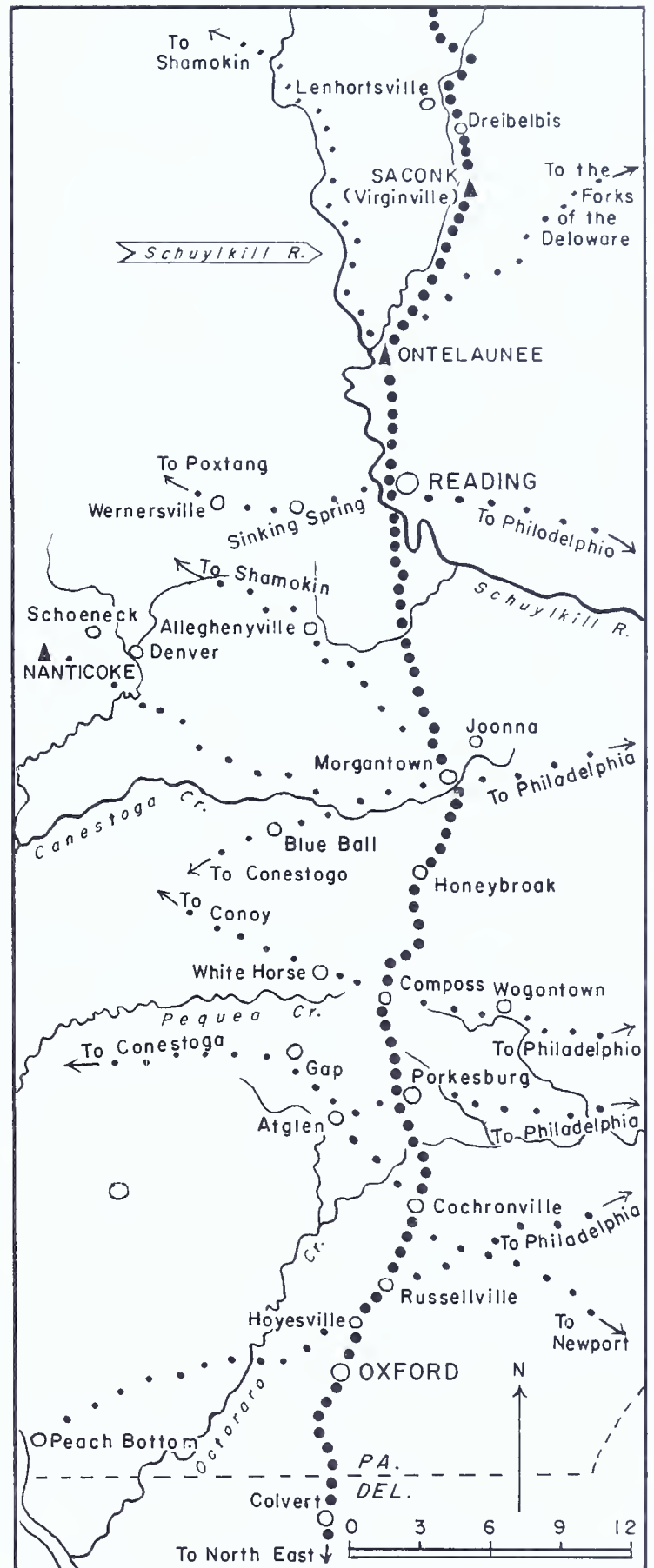
The exact route of this path has not been closely traced except in certain sections; but it is known to have been used throughout its length by the Nanticoke Indians during the five years when they were settled at Nanticoke, east of Wilkes-Barre on the North Branch of the Susquehanna. The southern part of the path is the best known.

From Calvert, Md., and Oxford, Pa., where paths from North East, Elkton, and other places on the Eastern Shore converged, the path ran north along the height of land. Dr. J. Alden Mason writes: "There seems to be general consensus that this [path] followed the ridge between the Susquehanna and the Delaware (Brandywine Creek) watersheds, and seldom crossed streams. Much of it was later incorporated in what is called the 'Limestone Road' [*U. S. 122*] . . ."

From Oxford the Nanticoke Path ran through present Hayesville, Russellville, to Cochranville. At this point there appears to have been a fork, the branch to the left running northeast through Atglen and Gap to merge with paths heading for the west; the other (*U. S. 122*) continuing north for Nanticoke by way of Parkesburg, Compass, Honeybrook, Morgantown, and Reading. Beyond Reading the path ran to what was once a large Indian settlement on the Dreibilbis farm on Maiden Creek at Virginville.

From Virginville the path crossed the Blue Mountain by a route not precisely known. Passing through Tamaqua, it went on through the gap between Locust and Nesquehoning mountains to Hazleton. North of Hazleton it must have crossed Sugar Mountain, Buck Mountain, Nescopeck Mountain, and Penobscot Mountain before it reached the Warrior Gap in Wilkes-Barre Mountain. Here it was joined by the Lehigh Path from Bethlehem. From the Warrior Gap a short, easy run took it to Nanticoke.

The northern section of this path was difficult especially in that part of it lying between Hazleton and Nanticoke, where it had to cross four steep mountains without the aid of a gap to ease



NANTICOKE PATH, SOUTH

the grade. It is understandable that it was not much used by white men. When in July, 1778, after the Battle of Wyoming, settlers fled the Wyoming Valley, they avoided this path. Most of them came by way of Nescopeck or Wvoming. A few came by way of Wapwallopen or Pittston. None are recorded to have taken the Nanticoke Path. It is not impossible that the Nanticoke themselves, when they brought children or old people north with them, preferred a roundabout way through Shamokin (Sunbury). Coming north by this latter route, they would leave the Nanticoke Path a mile or two north of Morgantown and take the Allegheny Path through Alleghenyville and *die Kluft*, thence proceed by the Tulpehocken Path through Womelsdorf and Bethel to Sunbury. There they would turn east up the Great Warriors Path for the Wyoming Valley and their settlement at Nanticoke.

The Nanticoke, after they had settled on the North Branch of the Susquehanna, used to return seasonally to their old haunts on the Eastern Shore to fish and feast on shellfish. Hamil Kenny, in *The Origin and Meaning of the Indian Place Names of Maryland*,<sup>2</sup> notes that the meaning of the word Chesapeake is probably "Great shell-fish bay."

On the Limestone Road and elsewhere on this path the tradition is preserved of Nanticoke Indians being seen passing on their way from north to south and back again. Harry Wilson, in a paper read before the Chester County Historical Society in 1925, asserted that the Nanticoke went south twice a year: in spring to fish in Chesapeake Bay and the Choptank River, in the fall to feast on oysters. He reported having been told by Augustus Duer, Colonel of the 97th Regiment of Pennsylvania Volunteers in the Civil War, that when he was a small boy, "an old lady, Hannah Glendenning, had told him in one of her reminiscent talks that she often saw the Indians passing her father's log cabin when she was a child . . . bands of the Nanticoke tribe, who never disturbed any of the settlers or their property."

The Lancaster County Historical Society has erected a marker three and three-fourths miles east of Clay on Indian Run (which enters Cocalico Creek half a mile north of Ephrata, Lancaster County) to commemorate a "Nanticoke" Indian

village situated there "between the years 1721 and 1748."

In 1951 Monroe Haney of nearby Indian Lake told the present writer the following tradition,



NANTICOKE PATH, NORTH

which had been reported to him by Amos Eberly: "That one night an ancestor of his [Amos Eberly's] was awakened by some Indians who invited him to come out with them and watch them bury the body of a chief they had brought with them from Sunbury [formerly the Indian town of Shamokin]." It is well known that the Nanticokes, when they moved, carried the bones of their ancestors with them, even to distant places—though it was more usually to a new home than back to an old one.

Even after they had left the settlement at Nanticoke for Otseningo (Zeninge or Chenango, near Binghamton), which was the Southern Door of the Iroquois Longhouse, they returned in season to Chesapeake Bay. The Moravians at Friedenschütten (Wyalusing) recorded in the mission diary for May 31, 1765, that "Some Nanticokes from Zeninge arrived en route for the southward to hunt."

#### FOR THE MOTORIST

The motorist can follow the general route of this path easily on *Pa. 10* from Oxford through Parkesburg and Morgantown to Reading. North

of Reading, the Nanticoke Path followed Maiden Creek to Virginville and Lenhartsville. The motorist can get through easily enough, though there is no *direct* road to Virginville. From Lenhartsville, country roads will take him over the Blue Mountain to Kepner, West Penn, and Tamaqua. From Tamaqua, *U. S. 309* will take him to Hazleton. Beyond Hazleton, *309* probably follows the general route of the Indian path for a few miles. No motor road, however, follows the path closely as it crossed the last mountains to the Susquehanna River at Nanticoke.

The motorist at this end of his journey has a choice of two picturesque routes: (1) leaving *U. S. 309* at a point about ½ mile north of Nescopeck Pass (in other words, about 10 or 11 miles beyond Hazleton), there turning left on *L. R. 40022* (a good road) through Dorrance to Slocum Corners, and from there by *L. R. 40034* and *L. R. 40033* (also good roads) to Nanticoke; (2) following *U. S. 309* through Solomon Gap to the outskirts of Wilkes-Barre, there turning left on a good road to Nanticoke.

<sup>1</sup> *Pennsylvania Archaeologist*, XI, No. 2 (April, 1941), 30.

<sup>2</sup> (Baltimore, 1961), 57.

## 71. *Nemacolin's Path*

(The Braddock Road)

*From Cumberland, Md., to Brownsville and Pittsburgh*

Nemacolin's Path was named for an Indian who is said to have been employed in 1752 "by Christopher Gist and Colonel Thomas Cresap, acting for the Ohio Company, in blazing the most direct trail between Will's Creek (Cumberland, Md.), and the mouth of Redstone Creek on the Monongahela River."<sup>1</sup> West of Chestnut Ridge the name has come to be applied also to those sections of the Catawba Path and other Indian paths which General Braddock used in his approach to Fort Duquesne.

From Will's Creek to the Half King's Rock east of Uniontown, Nemacolin's Path was followed closely by the Braddock Road, except for the first few miles over Will's Mountain. Braddock, finding he could not get his wagons and artillery over that mountain, went round by the Narrows of Wills Creek; but his road rejoined

Nemacolin's Path in the vicinity of Allegany Grove.

West of Wills Mountain, Nemacolin's Path followed the general course now taken by the National Road, *U. S. 40*. In Maryland it crossed Big Savage Mountain and Negro Mountain. At Oakton (Braddock's Bear Camp) it passed into Pennsylvania. On the way up Winding Ridge, it kept a few hundred yards northeast of the present highway. It ran parallel with the main street of Addison at a distance of less than a quarter of a mile to the north, and crossed the National Road about a mile west of that town. Turning down into the valley of Braddock Run, it crossed the Youghiogheny River a few hundred yards north of the run's mouth.

On the west side of the river it turned north, wound about the shoulder of the opposing moun-

tain, then turned southwest up Jockey Valley, and in about a mile swung west and northwest, widening the distance south of the National Road to about a mile. It crossed Little Sandy Creek, wound around the southwest base of Hager Hill, and came down to the Great Meadows, site of George Washington's Fort Necessity.

Skirting the Meadows (a little to the south of them in order to keep on dry ground), in about two miles the path crossed the National Road at Braddock's Grave. Passing Braddock Run and Chalkhill, it began the ascent of Chestnut Ridge. It rounded Peddlers Rocks (keeping them on the left) and swung west again to the Half King's Rock where at dawn on May 28, 1754, Washington interviewed the Half King, Tanacharison, before attacking the French party concealed in Jumonville Glen.

At the Half King's Rock, Nemacolin's path forked. One branch led to Brownsville, which is situated between the mouth of Nemacolin Creek (now Dunlap Creek, on which Nemacolin had a cabin) and the mouth of Redstone Creek. The other branch led to Christopher Gist's plantation and there forked again: the one path leading to Redstone (Brownsville); the other, to Pittsburgh.

The path from the Half King's Rock to Nemacolin's camp and Brownsville ran west along a spur of Chestnut Ridge and descended to Hopwood. It ran through Uniontown, passed near Haddenville and Dearth, Brier Hill and Davis-town, and came to the Old Indian Fort—"the Remains of an Indian Retrenchment of a circular Form"—<sup>2</sup> on the hill above Brownsville.

The branch of Nemacolin's Path which Braddock followed turned north at the Half King's Rock and the adjacent Washington's Spring. Passing close by what after 1754 was known as Jumonville Rocks or Jumonville Glen and by the modern village of Jumonville, it kept to the ridge (which becomes very narrow), and passed Honeycomb Rock and Mount Independence. In about six miles from the Half King's Rock, it descended to the plantation Christopher Gist prospected in 1754, established in 1752, and lost to the French in 1754 during the Fort Necessity Campaign and again in 1755 after Braddock's defeat. It is now the site of Mount Braddock.

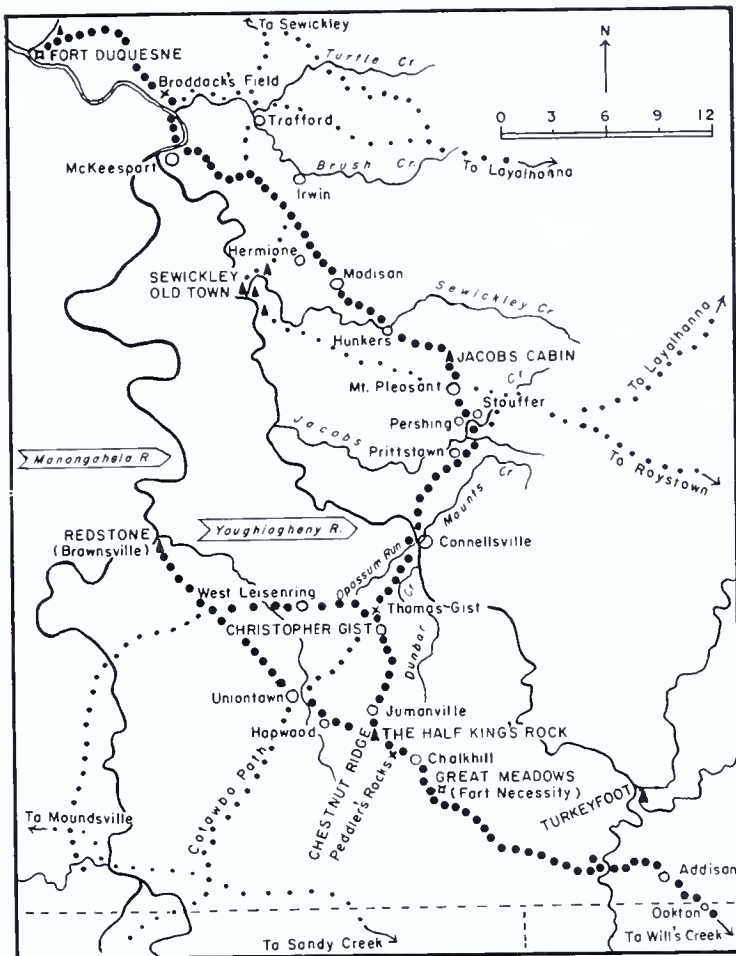
At Gist's again the path forked, one branch running to the Forks of the Ohio, the other to

the Monongahela at the mouth of Redstone Creek. The latter, known locally as the "true" Nemacolin's Path, ran west from Gist's, past West Leisenring, following approximately the present township line separating North Union Township from Dunbar and Franklin.

James Veech, in *The Monongahela of Old*, traced the path closely in describing the course of a road made in 1759 by Colonel James Burd on orders from Colonel Henry Bouquet:

... The road followed the Indian trail, passing through the Rankin and Henshaw lands; thence nearly parallel with Bute's run, through the Carter lands, crossing the run and the creek near the run's mouth, and near Luckv's now Vance's mill, into Jacob Gaddis' land. It crossed Jennings' run near John Gaddis, or B. Courtney's, thence, in a pretty direct line, on through the old Hugh Crawford and Adams tracts, now Jacob B. Graham, Wm. Hatfield and others, until it came to a point a little north-west of where the Johnson or Hatfield stone tavern house stands. Here the old trail bore too much to the right, going through the old Grable place, the old Fulton place (now William Colvin's), by the old Colvin house, the school-house, Ayres Linn's and Isaac Linn's, to the mouth of Redstone. But Col. Burd left this trail at the point indicated, and took along the high ridges, through the Colley and Hastings lands, near Brashears' and Eli Cope's, until he reached the site of his fort, "a hill in the fork of the river Monongahela and Nemacolin's Creek"; being on the south side of Front street, opposite where the fort-like mansion of N. B. Bowman, Esq., now stands. When completed, the road was found to be sixteen miles one quarter and sixteen perches, from the beginning, near Gist's, to the centre of the fort.<sup>3</sup>

From Gist's the branch of the path that went to the Forks of the Ohio swung sharply northeast at a point just east of the present Meason House. The spot is marked on a warrantee survey (B 14-162) as "Thomas Gist's House," Thomas being a son of Christopher Gist. For a couple of miles the modern road, U. S. 119, follows the windings of the path, which kept to the height of land between Gist Run (which flows into Dunbar Creek) and Opossum Run. Then, striking north past what is said to be the site of an old stockaded Indian village, the path reached Opossum Run a



NEMACOLIN'S PATH

trifle north of the village of Trotter. It followed the east bank of the run, where the road still goes, passed Robinson Falls, crossed the run where the present bridge lies, and came in a few hundred yards to the Youghiogheny River.

There were two fords in this vicinity. One was the Broad Ford, a mile and a half farther downstream. The other, "Stewardt's Crossing," which Braddock used, forded the river from below the mouth of Opossum Run to a point just above the mouth of Mounts Creek in the northwest outskirts of Connellsville. This ford was above (i.e., south of) the island formed by the outwash from Mounts Creek. Stewart's Cabin was near Crawford's Cabin, Crawford's Spring and Cabin being where the Western Maryland Railroad crosses *U. S. 119*, three hundred yards southwest of the present Lower Bridge.

From the mouth of Mounts Creek, the path kept to the height of land between that creek and Jacobs Creek. It ran north-northeast (here following a stretch of the Catawba Path) to a crossing of Green Lick Run at about the spot

where the modern road crosses it, a quarter of a mile from the run's mouth. At the north end of the long marsh (which in the neighborhood of Green Lick Run had given Braddock's engineers so much trouble), the path forded Jacobs Creek, the ford lying between the present towns of Pershing and Stauffer.<sup>4</sup>

From Jacobs Creek the path ran northwest for three-quarters of a mile, then turned straight north, ran up what is now Eagle Street in Mount Pleasant to the summit of the ridge on the northern edge of the town, and followed the same ridge as it curved north for about two miles to Jacobs' Cabin, which stood above the southeast corner of Jacobs' Swamp.<sup>5</sup> Half a mile north of Jacobs' Cabin, the path turned west and ran for nearly four miles to the crossing of Sewickley Creek. The ford, later known as "Gowdy's Fording," was about a quarter of a mile south of where the modern road from Stanton bridges the creek into Hunkers.

From the ford at John Gowdy's, the path ran about half a mile to the Salt Lick (across the creek from the Delmont Fuel Company's No. 10 Mine, where they drilled recently for water and drew up brine). Then it ascended the ridge in a northwest direction to Madison. Following the boundary line between Sewickley and Hempstead townships, it crossed Little Sewickley Creek about a mile east of Hermione, passed the site of the handsome Howell House (which was built facing the Braddock Road, here still in use), crossed what was later to be the Chambers Farm (now owned by H. Glenn Gongaware), and went straight on to Circleville.

There is evidence that from this point General Braddock in 1755 had intended to continue north for another nine or ten miles, taking (from near Trafford) the Sewickley Old Town Path, which later became known in part as the Haymaker Road and in part as the Logan's Ferry Road. His purpose was presumably to get to the ridge path which in 1758 General Forbes was to follow on his successful approach to Fort Duquesne. Braddock planned to avoid the more vulnerable, though shorter, route through the "defiles" of Turtle Creek. But, having lost a day over a blunder made by his guides, and seeing engineering difficulties ahead of him on his chosen path, he changed plans. Descending by the valley of

Long Run to McKeesport, he crossed the Monongahela twice to avoid the dangerous path through that river's narrows, and was marching down a road without apparent obstacles when disaster overtook him. Braddock's Field is in the town of North Braddock.

For further information about the Braddock Road, see John Kennedy Lacock, "Braddock Road," *Pennsylvania Magazine of History and Biography*, XXXVIII (1914), 1-38, which has a good map showing the camp sites; and the present writer's "'Blunder Camp': A Note on the Braddock Road," *Pennsylvania Magazine of History and Biography*, LXXXVII, No. 1 (January, 1963). See also Winthrop Sargent's *History of an Expedition Against Fort Duquesne*; Archer Butler Hulbert's *Historic Highways of America*, IV, 83-87; and Franklin Thayer Nichols' "The Braddock Expedition" (a doctoral dissertation, Harvard University, 1916).

#### FOR THE MOTORIST

From Cumberland, take *Md. 49* over Wills Mountain to meet the National Road, *U. S. 40* about 5 miles to the west. If you prefer to follow Braddock's Road, take *U. S. 40* out of Cumberland. It goes round by the picturesque Narrows of Wills Creek, which provided easy grades for the army but was always in danger of flood.

From Wills Mountain, follow the National Road all the way to Brownsville.

Whether your primary interest is in the Indian path or in the Braddock Road, the National Road is still your best guide. From Cumberland to the summit of Chestnut Ridge it is never very far from the early path and road, and it shows very clearly the mountain obstacles that General Braddock had to overcome. But at Summit (at the top of Chestnut Ridge, about 5½ miles west of Fort Necessity and 5½ miles east of Uniontown) you must leave *U. S. 40* and turn north on *L. R. 26115*. In about a mile you are at the Half King's Rock. There is a marker here beside the road. What remains of the Rock may be seen above the bank on the west side of the road.

You are now back on Braddock's Road. Continue to follow *L. R. 26115* past Washington's Spring and Jumonville Glen (which is well worth

turning aside a few hundred yards to see) to the village of Jumonville. Here the road you are following leaves the Indian path and runs down into the valley. To get back on to the summit of the ridge, where Nemacolin's Path and Braddock's Road ran, take the country road that runs off to the right from *26115* about ¼ mile south of the village of Jumonville. Follow this road downhill for a little over ¾ mile, when you will come to a small crossroad. Turn left (north) on it and follow it back onto the ridge. Stay with it, running north along the narrow crest of Chestnut Ridge for another 2½ miles, and then descend to the site of Christopher Gist's plantation at Mount Braddock.

From Mount Braddock, make your way for about a mile by whatever road is convenient to *U. S. 119*, and follow the latter north into Connellsville. Or, if you wish to follow the Braddock Road more closely, cut left across the hills to Trotter and follow Opossum Run.

For the first few miles after Connellsville, it is not possible to follow the old path and the Braddock Road exactly; but you will never be far from it if you continue on *U. S. 119* north for about 3½ miles and then fork right on *L. R. 26151*. After 3 miles on the latter, branch right again (east and then northeast) on *L. R. 26176*. Follow this road straight on over the hill to the crossing of Green Lick Run, where you are very close to the Braddock Road.

Cross Jacobs Creek into Stauffer, turn left, and in about ½ mile turn right (northeast) on a country road that in about a mile runs into *L. R. 64126*. Follow this (it is very close to the Braddock Road) into Mount Pleasant, and there go up Eagle Street (the Braddock Road) to its junction with *Pa. 31*. It is possible, but difficult, to follow the Braddock Road from Mount Pleasant round what was formerly known as Jacobs' Swamp to Hunkers. An impatient motorist is advised to take *Pa. 31* west out of Mount Pleasant, follow it for nearly a mile, turn right (north) on *L. R. 64125*, and follow it to Hunkers, where the Braddock Road crossed Sewickley Creek.

Northwest from the crossing of Sewickley Creek, the Braddock Road ran almost straight northeast to Circleville. The motorist can touch it at only a few places, such as Madison, the

Howell house (three-quarters of a mile east of Rillton), Margaret Gongaware's house (a mile beyond Howell's), and Circleville.

At Circleville Braddock's guides made a blunder which Christopher Gist, who was with Braddock, commemorates on his map of the expedition by the name "Blunder Camp." The delay, as already noted, caused Braddock to change his plans. If you wish to follow where he probably had *intended* to go, take the road to Trafford, there cross Turtle Creek by the bridge west of town, and work right up the Haymaker Road. Follow it as straight north as possible (in this rapidly changing area it is useless to give road directions) for about 6 miles to meet *Pa. 380*. The point of junction is near "Bouquet's Breast-

works," the last strong point erected by General Forbes before he reached Fort Duquesne.

If, on the other hand, you wish to follow the route Braddock actually took, turn left (west) at Circleville, go down the valley of Long Run, take the road to McKeesport, and work your way north down the Monongahela to North Braddock, where markers (off the main road) identify the battle site.

<sup>1</sup> Charles A. Hanna, *The Wilderness Trail* (New York, 1911), I, 105.

<sup>2</sup> *The Papers of Col. Henry Bouquet*, S. K. Stevens and Donald H. Kent, eds. (Harrisburg, 1941), Series 21644, Part 1, 181.

<sup>3</sup> (Pittsburgh, 1858-92), 30.

<sup>4</sup> See Warrantee Survey D 99-132.

<sup>5</sup> D 46-100.

## 72. Nescopeck Path

*From Bethlehem to Nescopeck*

From the Forks of the Delaware (which included the modern towns of Bethlehem, Allentown, and Easton), the Nescopeck Path ran to the Moravian Indian town of Gnadenhütten (Lehighton) on the Lehigh and so on to the North Branch of the Susquehanna at Nescopeck and Berwick. It was used by traders and missionaries, by Delaware war parties during the French and Indian War, and by settlers driven from the Wyoming Valley after the Battle of Wyoming. The best known section is that between Bethlehem and Lehighton, where the Moravians established a model town, Gnadenhütten, for their Indian converts, on the Lehigh at the mouth of Mahoning Creek.

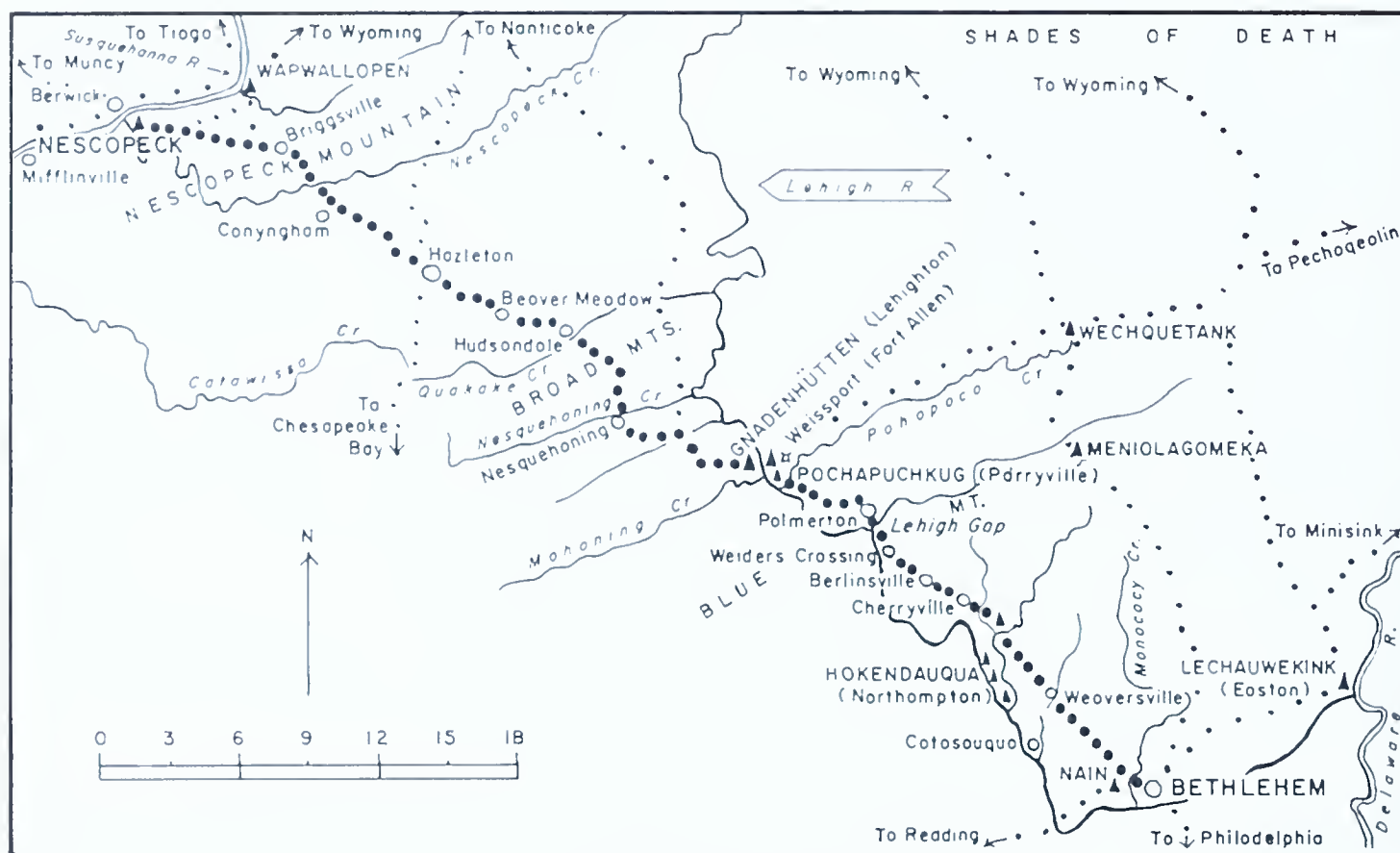
The Nescopeck Path was sometimes known also as the Fort Allen Path, Fort Allen having been built in 1756 at Weissport, across the river from Lehighton.

Its course from Bethlehem was through present Weaversville to Cherryville—an alternate route lying through Catasauqua and Hockendaqua (Northampton). From Cherryville the path went by way of "Indian Land," Berlinsville, and Weiders Crossing to the Lehigh Gap. Emerging from the Gap, it passed through present Palmerton and over the hills behind it by way of the Fire Line School (Fire Line being a name given

to the early road, which was based on the Indian path) to the Indian town of Pochapuchkug (Parryville) at the mouth of Pohopoco Creek. At Weissport, in 1756, Benjamin Franklin built Fort Allen in order to deny the use of this path to enemy war parties.

After fording the Lehigh River from Weissport to Lehighton, the path ran almost straight west for about two and a half miles, then turned north to cross Mauch Chunk Ridge, Mauch Chunk Creek, and Pisgah Mountains. Fording Nesquehoning Creek at the present town of Nesquehoning, it crossed the Broad Mountain to Hudsonale, crossed Spring Mountain to Beaver Meadow, ran through the site of Hazleton, crossed Buck Mountain by a route lying between a quarter and half a mile east of the present road through Conyngham, forded Nescopeck Creek, and crossed Nescopeck Mountain to Briggsville.

Here the path forked. The branch to the right went north to Wapwallopen and thence east over the hills to Wyoming (Wilkes-Barre). The branch to the left proceeded almost due west to Nescopeck. The turnpike, about two miles west of Briggsville, turns north toward the Susquehanna, while the Indian path continued its direct course across the hills for another mile and a half before descending.



### NESCOPECK PATH

From Nescopeck, a ford just above the mouth of Nescopeck Creek took the Indian path across the Susquehanna to Berwick, where old-time travelers met the Great Warriors Path from Wyoming or Shamokin (Sunbury). A continuation of the Nescopeck Path ran north and west over the hills to Muncy.

The name Nescopeck Path was sometimes given to the path from Catawissa to Nescopeck. It followed the height of land between the Susquehanna River and the branches of Catawissa Creek as far as Mifflinville. From there it kept near the river bank to Nescopeck.

The same name, Nescopeck Path, was sometimes given to its continuation from Nescopeck to Muncy.

### FOR THE MOTORIST

While it is not possible for the motorist to follow the Nescopeck Path closely all the way, he will find good roads to take him over the gen-

eral route. From Bethlehem, take the road to Northampton, either by way of Weaversville (the usual Moravian route, over which the King's Road to Fort Allen was laid) or of Catasauqua. From Northampton go north to Cherryville. There take *Pa. 45* and follow it through the Lehigh Gap and past Palmerton, Weissport, Leighton, and Jim Thorpe (Mauch Chunk) to the junction with *Pa. 29* a mile or so east of Nesquehoning. The route just noted avoids the hills over which the path ran between Palmerton and Parryville and between Leighton and Nesquehoning (no modern road follows the path between these last two places), but it is picturesque and rewarding. Follow *Pa. 29* over the Broad Mountain to Hudsonale and continue on it to Briggsville. There leave it (29 runs north to Wapwallopen, Mocanaqua, and Shickshinny) and take *Pa. 93* west to Nescopeck.

As for the path from Catawissa to Nescopeck, the following roads will take you over it: *L. R. 19089, Pa. 242* (a few yards only), and *L. R. 19020*.

## 73. New Path

*From Middlesex to Shirleysburg*

The New Path—actually a very old one—was a short cut on the Frankstown Path between Paxtang (Harrisburg) and Aughwick (Shirleysburg). It was much used by traders after about 1749.

Instead of going round by way of Roxbury Gap (from which there were alternate routes through Amberson, Doylesburg, and Concord, or through Spring Run and Shade Gap), the New Path ran north from Letort's Spring in the vicinity of Middlesex and Carlisle to Croghan's (Sterrett's) Gap, and so on to Aughwick (Shirleysburg).

The main branch of the New Path forded the Conodoguinet at Middlesex, that is, at the mouth of Letort Spring Run.<sup>1</sup> Probably there were other feeders. Almost certainly there was one from Croghan's settlement on the Conodoguinet about six miles west of Harrisburg. John Harris called it nine miles from Croghan's to the Kittatinny Mountain, which is the distance by direct route from Croghan's to Sterrett Gap.<sup>2</sup> There may have been another feeder from James Silvers' place, a mile or more west of Croghan's.

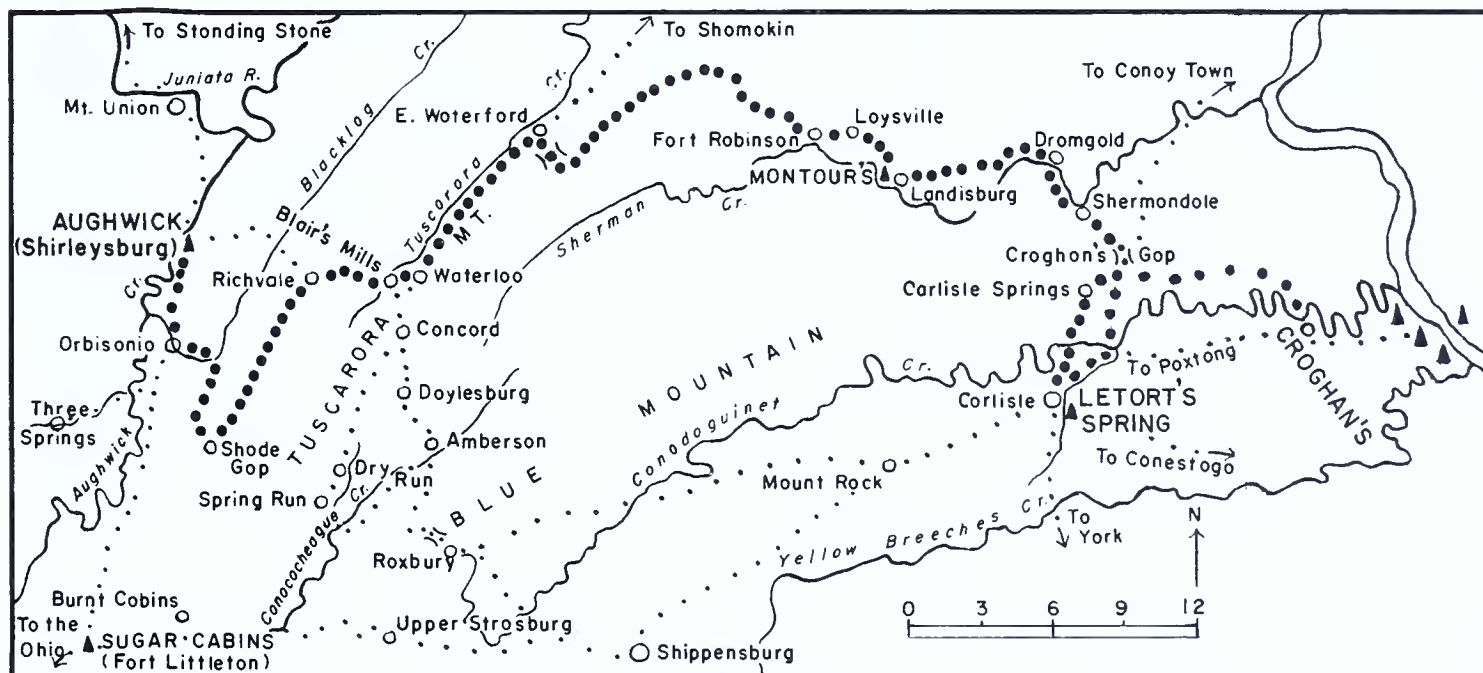
After descending from Croghan's Gap to Sherman Creek, the path followed the valley west for a few miles, passed Andrew Montour's (in

the vicinity of Landisburg), Loysville, and Fort Robinson. Continuing west, it crossed Tuscarora Mountain at Bigham's Gap (now East Waterford Narrows) to the vicinity of East Waterford. There it joined the Tuscarora Path, following it southwest to Waterloo. Turning west, it crossed Tuscarora Creek, and at Blairs Mills met the branch of the path coming up from Amberson.

From Blairs Mills the New Path ran up the valley of Trough Spring Branch to Richvale. Thence it crossed Shade Mountain and Black Log Mountain to Aughwick, where it met the main branch of the Frankstown Path coming up from Shade Gap.

### FOR THE MOTORIST

The general course of the New Path may be followed from Carlisle by taking *Pa. 34* to Dromgold, *Pa. 850* through Landisburg and Loysville to Honey Grove, and *Pa. 75* up Path Valley to Waterloo. From Waterloo take the country road west to Blairs Mills and Shade Valley. There is no modern road from that point across Shade Mountain and Tuscarora Mountain to Shirleysburg. The motorist, accordingly, is advised to take *Pa. 35* at Shade Valley and follow it south to Shade Gap, where the path *via* Spring Run



NEW PATH

came in from the east. At Shade Gap take U. S. 522 and follow it west and north to Orbisonia and Shirleysburg.

<sup>1</sup> See Cumberland County Warrant C 216, and Warrantee Surveys A 19-54 and B 2-64.

<sup>2</sup> See "An Acct. of the Road to Logs Town on Allegheny River, taken by John Harris, 1754," *Pennsylvania Archives*, First Series, II, 135. See also Charles A. Hanna, *The Wilderness Trail* (New York, 1911), I, 253.

## 74. New Castle Path

*From New Castle, Del., to Peach Bottom, Pa.*

The New Castle Path was sometimes called the Susquehanna Path. It offered a short but wet route from New Castle on the lower Delaware River to Indian settlements on the Susquehanna River at Peach Bottom, Pequea, Shenks Ferry, and Conestoga.

James Logan, the Provincial Secretary, took this route when in 1705 he made his first visit to Conestoga. Governor John Evans came the same way when he visited Pequea and Conestoga.

See D. H. Landis, "Postlethwaites," Lancaster County Historical Society, *Papers*, XII (1908), 116-17.

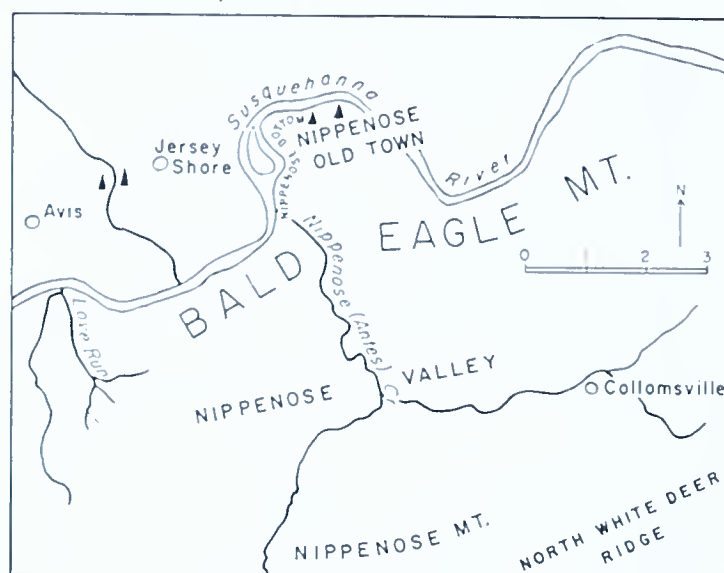
## 75. Nippenose Paths

*From the West Branch to Nippenose Valley*

From different points on the West Branch of the Susquehanna, there are said to have been Indian paths into Nippenose Valley. One came into the valley from the east by the Great Island Path (*q.v.*), which crossed North White Deer Ridge into the valley near Collomsville. A northern approach was from Nippenose Old Town (a little below the Long Island opposite Jersey Shore). It cut through a gap in Bald Eagle Mountain made by what was known formerly as Nippenose Creek and is now known as Antes Creek. A third came in from the west by way of Love's Gap.

Nippenose Valley was named for an Indian

who, according to the "Indian Commissioners Day Book at Shamokin [Sunbury]," was in 1760 and 1761 a familiar figure there. Nippenose Old Town, Nippenose Bottom, Nippenose Creek (Antes Creek) were also named for him.



NIPPENOSE VALLEY

## 76. Ohio Path

*From Bethlehem to Pittsburgh*

Ohio Path was a name sometimes given to several paths that crossed Pennsylvania from the Forks of the Delaware to the Forks of the Ohio.

On Main Street in Bethlehem, about 100 yards south of Hotel Bethlehem, is a stone marker with the inscription:

SITE OF THE  
OLD FINGER-BOARD  
POINTING OUT THE  
MAIN ROAD TO OHIO  
ROAD LAID OUT  
1745

The marker stands at the top of a lane winding down to an old stone bridge across Monocacy Creek.

The Moravians, whose headquarters were at Bethlehem, used different routes at different times to the Forks of the Ohio. John Heckewelder and Christian Frederick Post in 1762 went from Bethlehem (probably by way of Oley) to Lititz, Lancaster, Middletown, Harris's Ferry (Harris-

burg), Carlisle, and Shippensburg. From there they struck out into what he calls a "howling wilderness" over the Raystown Path, taking the short cut over three mountains to Burnt Cabins. They went through Bedford, Edmund's Swamp, Bushy Run, and Braddock's Field—where "Skulls and bones of the unfortunate men slain here on the 9th of July, 1755, lay scattered all around; and the sound of our horses' hoofs continually striking against them, made dismal music. . . ."<sup>1</sup>

The name Ohio Path was also sometimes applied to paths leading from the east to Kittanning on the Allegheny—"the Great River," i.e., *Ohio* in the Iroquois tongue.

#### FOR THE MOTORIST

See under *Oley Path*, *Allegheny Path*, and *Raystown Path*.

<sup>1</sup> *Thirty Thousand Miles with John Heckewelder*, Paul A. W. Wallace, ed. (Pittsburgh, 1958), 40.

## 77. Oil Creek Path

*From Waterford to Oil City*

According to Walter Jacks, writing in the *Erie Motorist*,<sup>1</sup> there was an Indian path "from the vicinity of the Show Boat at Lake Le Boeuf southeast to the mouth of Oil Creek." John Reynolds,<sup>2</sup> on the other hand, contends that this was a white man's path made in 1797.

Undoubtedly the Indians knew Oil Creek and used the "Seneca Oil" found on its banks. But it is a question whether they found the Oil Creek watershed a satisfactory throughway from the head of French Creek to the Allegheny River. The soil was not good for moccasined feet. B. F. Congdon of Salamanca, N. Y., in a school essay written in 1862 describing a walking trip from Meadville on French Creek to Rouseville on Oil Creek explains why:

On French Creek the soil is sandy and the roads dry up almost immediately after the heaviest rain, but as we approach Oil Creek the soil becomes clayey and the weary traveler settles often ankle deep into the old detestable Oil Creek mud

which no one who has ever seen it will ever forget.

<sup>1</sup> August, 1945, 2.

<sup>2</sup> See his manuscript, "One Hundred Years Ago," in the Crawford County Historical Society at Meadville.

## 78. Okehocking Path

*From Valley Forge to Gradyville*

According to a tradition well fortified by geography and common sense, a southerly extension of the Perkiomen-Lehigh Path led from the Schuylkill River at Pawling Ford (near Valley Forge) to the Delaware Indian village of Okehocking.

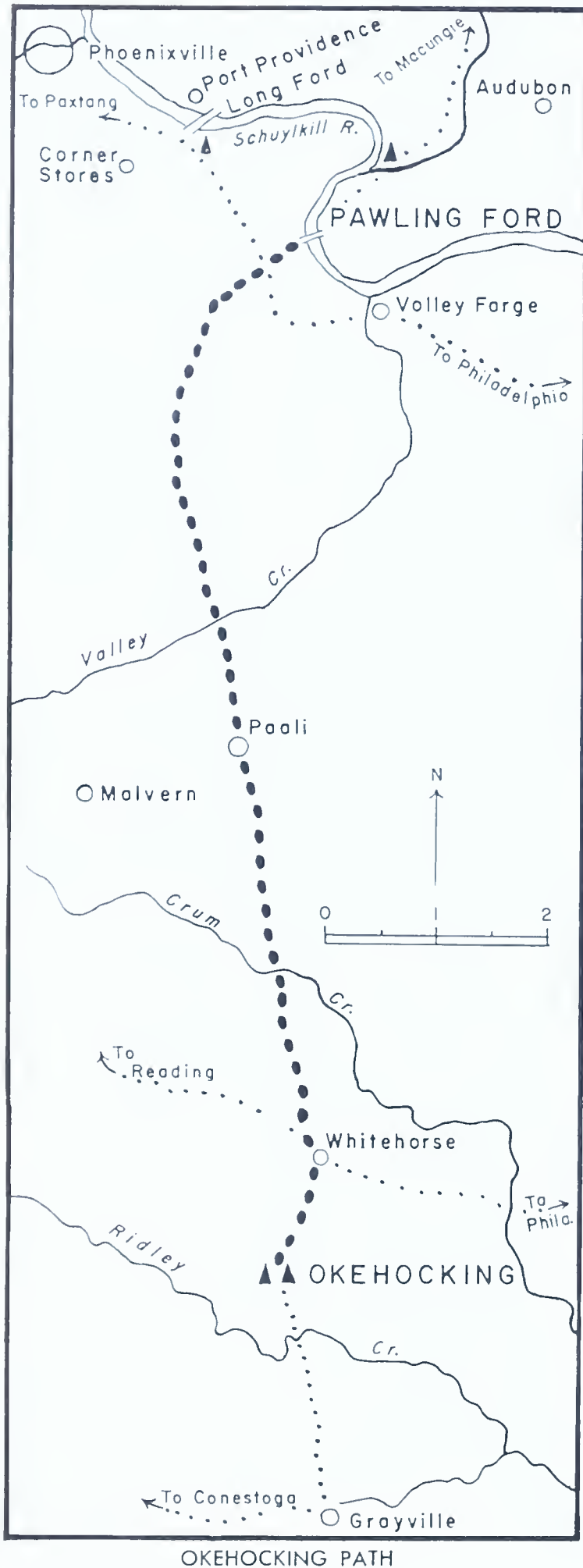
From the ford, which is three-quarters of a mile below the mouth of Perkiomen Creek and the same distance above Valley Forge, there is a good ridge to Paoli, Whitehorse, and the site of Okehocking. No doubt the path continued south from Okehocking—still, after crossing Ridley Creek, with the aid of a good ridge—to meet the Great Minquas Path at Gradyville.

Okehocking, a tract of five hundred acres on the east branch of upper Ridley Creek, was set apart in 1701 by William Penn as a reservation for certain Delaware Indians from lower Ridley and Crum creeks who had been dispossessed by his purchase of land. They were moved to the new location in 1703. It extended north from what is now the West Chester Pike (*Pa.* 3), and is about four miles west of Newtown Square, seventeen miles west of Philadelphia.

#### FOR THE MOTORIST

From *Pa.* 23, at a point about 1½ miles west of Valley Forge, turn south on *L. R.* 15018, which closely follows the Indian path as far as Paoli. From there continue on 15018 for another 2 miles. Then turn right on a township road and follow it for nearly a mile to meet *L. R.* 15228. Turn left (south) on 15228 and follow it for about 2 miles. Then turn right on *L. R.* 15098, follow it for ¾ mile, and turn left on *L. R.* 15226, which in a mile will bring you to the site of Okehocking.

(See map on next page.)



## 79. Old Peter's Road

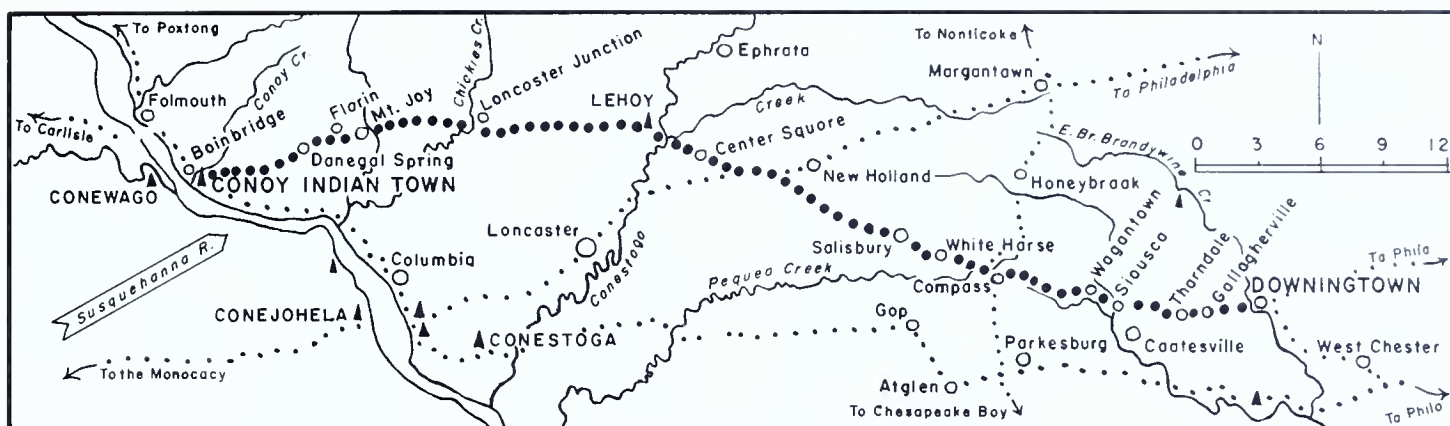
*From Downingtown to Bainbridge*

Old Peter's Road, which ran from Downingtown to Conoy Indian Town at the mouth of Conoy Creek, was laid out in 1718 on Peter Bezaillon's bridle path, which in turn had followed an old Indian path.

At Downingtown several paths from Philadelphia and the mouth of the Schuylkill River converged. From that point, what came to be known as Old Peter's Road ran west through Gallagherville and Thorndale to ford Brandywine Creek at Siousca. Thence it went by way of Wagon-town, Compass (where Peter Bezaillon lies buried), White Horse, and Salisbury to Center Square. It forded Conestoga Creek a few yards south of the confluence of Cocalico Creek and Conestoga Creek. Thence it passed along the dividing line between these townships: West Earl and Upper Leacock, Warwick and Manheim, and Penn and East Hemphill. The importance of Old Peter's Road is seen in the fact that these boundaries were based on it. Fording Chickies Creek half a mile south of Lancaster Junction, it continued west by way of Mount Joy and Donegal Spring to Conoy Indian Town about a mile southeast of Bainbridge. In this vicinity Peter Bezaillon was in 1719 granted seven hundred acres.<sup>1</sup>

From Conoy Town the Indian path ran north to ford the Susquehanna River below Conewago Falls. Before this crossing, the path forked. One branch continued north through Falmouth and Middletown to Paxtang (Harrisburg). The other crossed the river to York Haven. From this point it is usually known as the Conoy Path. It ran by way of Newberrytown, Yellow Breeches Creek (which it forded half a mile west of Lisburn), Bowmansdale, and Salem Church to Letort's Spring (Carlisle).

According to Martin Hervin Brackbill,<sup>2</sup> Old Peter's Road came to a fork at Mount Joy, the left branch running as described above, while the right branch went through Elizabethtown and Middletown—the general course now followed by U. S. 230—to Harrisburg.



OLD PETER'S ROAD

It is said that Peter Bezaillon was grieved when the Paxtang Road (now better known as the Horseshoe Pike)<sup>3</sup> was laid out in 1737 to provide a shorter way between Downingtown and Paxtang (Harrisburg).<sup>4</sup> The new road made a difficult ascent of the South Mountain, over ground made wet by mountain springs. Peter Bezaillon's road, on the other hand, followed a first-class Indian path, climbing no mountains, avoiding spongy ground, making use of good fords to cross the creeks (modern bridges attest the soundness of these crossings), and running a straighter course than modern roads take between Downingtown, Bainbridge, and Carlisle. When Logan's (later Galbraith's) Ferry was established at Bainbridge, Old Peter's Road and its continuation beyond the Susquehanna was for many years what David L. Landis calls "the main artery between Philadelphia and the west."

#### FOR THE MOTORIST

Sections of Old Peter's Road near its eastern and western *termini* can be followed closely by the motorist; but, from the point where it leaves *Pa.* 23 in the outskirts of Bareville to within about 3 miles of Mount Joy, it is followed by no modern highway. The route traced below, however, will keep the motorist either on the old road or at least in touch with it.

From Downingtown take *U. S.* 30 (the Lincoln Highway) through Thorndale. Since no modern road follows the old bridle path out of Thorndale, drive about 2 miles farther west on 30 to Caln. There turn right on *L. R.* 15121. Go north about a mile and turn left on *Pa.* 340. You are now back on Old Peter's Road. Follow 340 through Siousca, Compass, and White Horse until you reach *L. R.* 36012, turn right—you are

still on the old road—and continue to Springville (formerly Salisbury). There turn left on *L. R.* 36013 and follow it for about 8 miles to *Pa.* 23 at Groffdale. Turn left on 23 for about a mile to the outskirts of Bareville.

Here for a time the motorist loses Old Peter's Road, being unable to follow it along the township lines. He will do well to continue on *Pa.* 23 for a little over 3 miles from Bareville, and then turn right on *Pa.* 772, which in about 1½ miles crosses Old Peter's Road. Continue on 772 to Brownstown, and just beyond it turn left on *U. S.* 222, which in less than 2 miles crosses Old Peter's Road again. Follow 222 to its junction with *U. S.* 230 (the Lancaster Pike). Turn right on the latter to Mount Joy. There turn left on *L. R.* 36002, which follows Old Peter's Road from a point ¾ miles east and continue to follow it west from Mount Joy through Donegal Spring to its junction with *Pa.* 241. There turn right to cross Conoy Creek and enter Bainbridge.

For a continuation of the path across the Susquehanna River from York Haven to Carlisle, see *Conoy Path*.

<sup>1</sup> See endorsement of Warrantee Survey D 66-207. See also Samuel Evans, "Some Early Indian Traders," *Lancaster County Historical Society, Papers*, IX (1905), 297-300.

<sup>2</sup> "Peter Bezaillon's Road," *Lancaster County Historical Society, Papers*, XLIII (1939), 5.

<sup>3</sup> The name "Horse Shoe Road" was used as early as 1753. See Warrantee Survey B 5-212. The Horse Shoe Road is there shown as diverging from the "Paxtang Road" (to Harrisburg) in East Earl Township, probably at Blue Ball. Did the Horse Shoe Road receive its name because it made a horseshoe: Downingtown to Blue Ball by the Paxtang Road, then to Lancaster, and back to Downingtown by the Conestoga Road?

<sup>4</sup> Frank Eshleman, "History of Lancaster County's Highway System," *Lancaster County Historical Society, Papers*, XXVI (1922), 52.

## 80. Old Swedes Path

*From Philadelphia to New Castle, Del.*

There is a tradition, which the terrain along by the Delaware River strongly supports, that the King's Road running from Philadelphia through Darby to New Castle was based on the Old Swedes Path which in turn was based on an Indian path.

The King's Road forded creeks at the head of tide, as an Indian path would have done. The King's Road, indeed, when first laid out (that was before 1681), even by-passed Chester, the former Swedish settlement of Upland. It forded Chester Creek a little above Caleb Pusey's house and mill (now preserved for the public by the Friends of the Caleb Pusey House) in the northern outskirts of Chester, about a mile and a quarter from the Delaware River.

At Darby the Old Swedes Path or King's Road running east joined the Great Minquas Path, and presumably followed it to the crossing of the

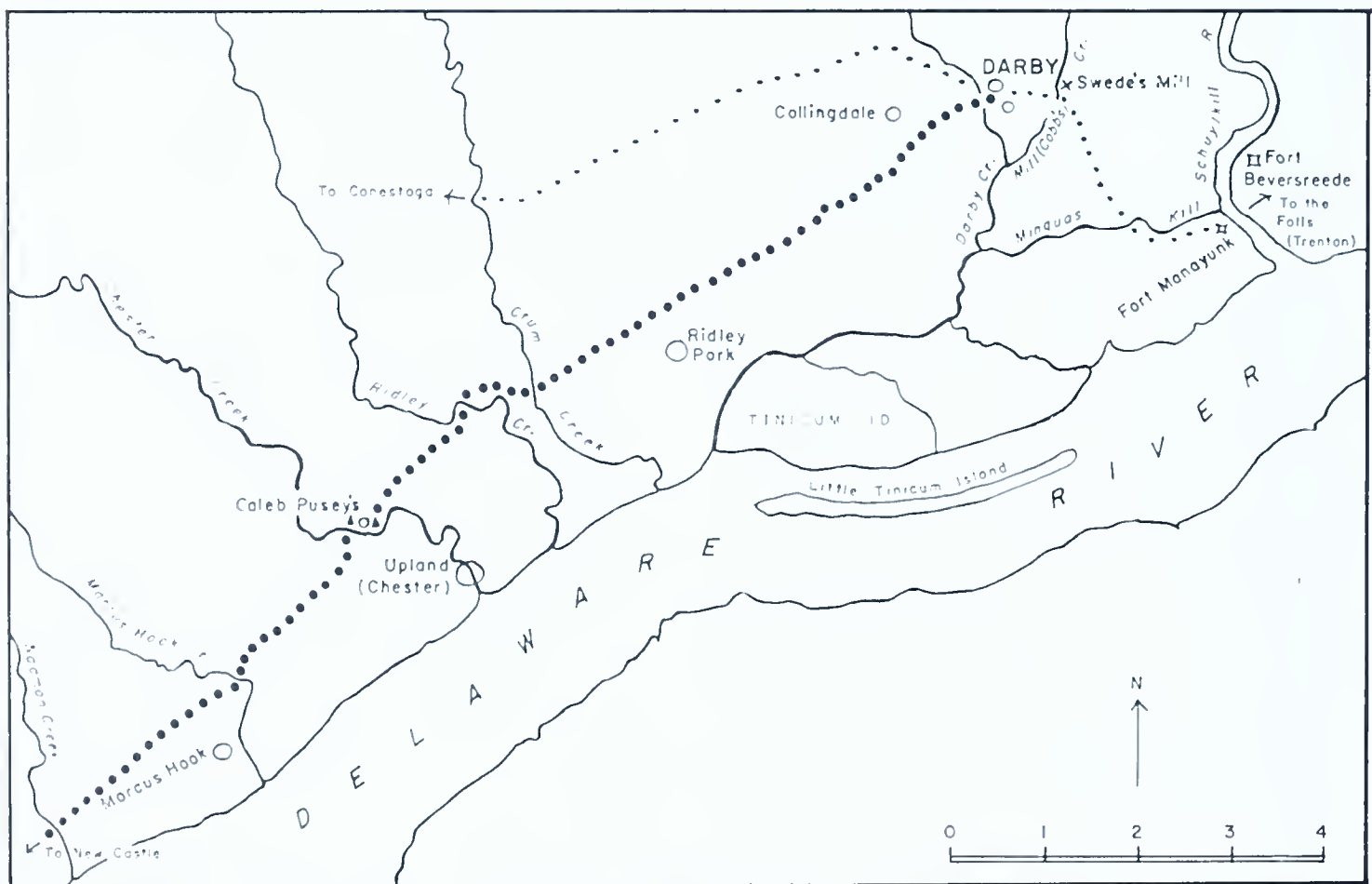
Schuylkill at Fort Manayunk. Evidence of the junction is found in a rough chart of the land of William Wood,<sup>1</sup> who died in 1685. The chart shows a portion of the "King's Road" a few hundred yards east of Darby Creek, running into a path which, though here unnamed, is unmistakably the Great Minquas Path. The two are shown heading together a trifle south of east towards what is here called "Swedes Mill Creek" (Cobbs Creek).

"The King's road," wrote George Smith in his *History of Delaware County, Pennsylvania*, "running from Philadelphia to the lower Counties, was located higher up than at present. It crossed Ridley Creek near Shoemakerville, and Chester Creek above Upland. It was laid out (if laid out at all) so as to head the tide in several of the creeks."<sup>2</sup>

The accompanying map is based in part on the end map in George Smith's *History of Delaware County*.

<sup>1</sup> Taylor Papers, Historical Society of Pennsylvania.

<sup>2</sup> (Philadelphia, 1862), 167.



OLD SWEDES PATH

## 81. Oley Path

*From Bethlehem to Reading*

The Oley Path ran from Bethlehem, through Emmaus and Macungie, to Oley and Reading, where it joined the Allegheny Path.

Count Zinzendorf traveled the Oley Path on September 2, 1742:

... we set out [from Bethlehem] and took the road to Tulpehocken, keeping between Long Swamp and the Oley Hills.<sup>1</sup> We rode on until late at night. Before we reached our place of destination it grew dark as pitch, and riding became very difficult. I was struck on the cheek and on the left eye by the limb of a tree, and several of the Sisters fell from their horses. No one, however, was seriously injured. At last we entered the borders of Oley, and reached Brother Bürstler's house."<sup>2</sup>

The name "Oley" was probably a corruption of the Delaware word *olink*, meaning "hole" or "cove." According to John Heckewelder, "Oley-Walo, a hole" meant a "place surrounded with hills."<sup>3</sup> It was applied by the Indians to a fertile cove under the Oley Hills northeast of Reading, in the vicinity of Friedensburg (Oley Post Office).

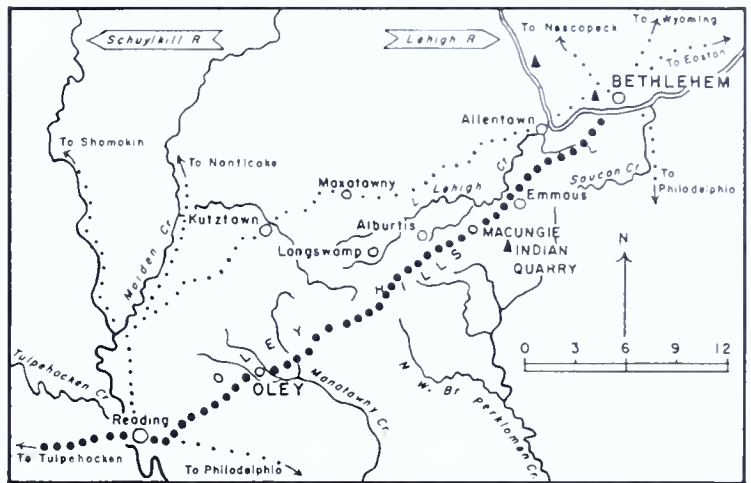
### FOR THE MOTORIST

To follow the approximate course of this path, cross the Lehigh River at Bethlehem on *Pa. 191*, fork right on *L. R. 487*, follow this road for about 11½ miles, and then fork left on *L. R. 39013*. Follow it to a junction with *Pa. 29* at Emmaus, and follow 29 south to Shimerville. Turn right (west) on *L. R. 39017* beside Indian Creek. Follow 39017 into Berks County, where the road number changes to *L. R. 06014*, and continue on it to Huff Church. There turn right onto *L. R. 06140*, and in a few yards turn left on *L. R. 06157*. Follow this southwest to Landis Store, and continue thence on *L. R. 06094* to its junction with *Pa. 73* at Pleasantville. From Pleasantville follow 73 to Oley and *L. R. 197* to Reading.

<sup>1</sup> An extension of the South Mountain northeast of Reading.

<sup>2</sup> *Memorials of the Moravian Church*, William C. Reichel, ed. (Philadelphia, 1870), I, 75-76.

<sup>3</sup> *Notes and Queries*, William Henry Egle, ed., III (1896), 245.



OLEY PATH

## 82. Oswayo Path

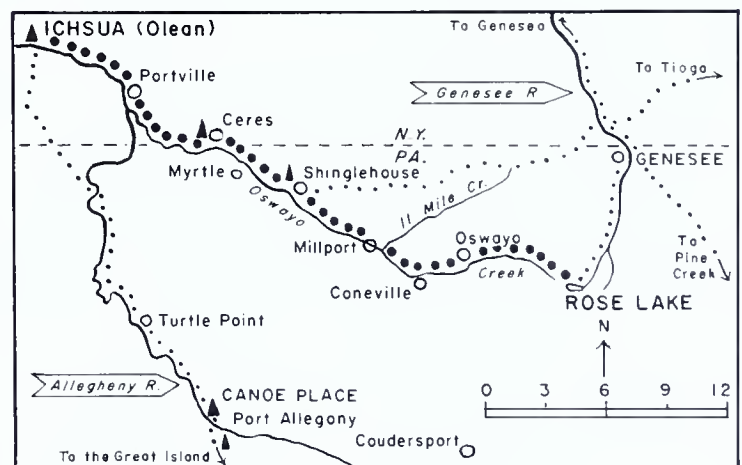
*From Genesee to Shinglehouse*

According to W. W. Thompson,<sup>1</sup> an Indian path ran from Genesee, Pa., up Rose Lake Run to Rose Lake, and down Oswayo Creek past the towns of Oswayo, Coneville, and Millport to Shinglehouse. At Shinglehouse it joined the Forbidden Path, following it through Ceres, Portville, Ichsua (Olean), and other Seneca towns on the upper Allegheny.

### FOR THE MOTORIST

From Genesee, take *Pa. 244* to Rose Lake and on down Oswayo Creek to Coneville. Turn right on *Pa. 44* and follow it through Millport and Shinglehouse to Ceres. There take *N. Y. 17* to Portville, Olean, and Salamanca.

<sup>1</sup> "Legend of White Lily (Rose) Lake," *Historical Sketches of Potter County, Pennsylvania* (Coudersport, 1927).



OSWAYO PATH

## The Painted Line

### *The Valley of Millstone Creek*

"The Painted Line" was formerly a popular name for a section of the Towanda Path approaching Powell from the south. When white settlers arrived in this area, there were still many vestiges of Indian artistry: trees stripped of bands of bark, the inner surface painted with emblems done in charcoal and redstone.

The late Dr. T. Kenneth Wood writes:

Living on Millstone Run, I found a man named Lester Camp who told me that he was of the fourth generation living there. That his great-grandfather had married an Indian woman and that all of the Camps were as swarthy as he.

He had heard his grandfather call the line of the Genesee Road through Millstone Run Valley and Northrup Hollow, the "Old Painted Line" and explained that when great grandfather Camp first came, he found the path marked by a succession of painted trees. Either these trees were marked by the Indians to indicate the path, or which is more likely, they had exercised their skill with colors in depicting the details of their victories in hunting and war. . . . The Tioga Point Museum at Athens, Pa., has many specimens of this tree-painting, showing symbols of various kinds, grotesque faces and figures.<sup>1</sup>

<sup>1</sup> *Now and Then*, V (1934-35), 141-42.

## 83. Paxtang Path

### *From Washington Boro to Sunbury*

The Paxtang Path ran north from Indian settlements at Paxtang (where the Allegheny Path crossed the Susquehanna) up the east bank of the river to Shamokin (Sunbury). It ran south from Paxtang to Indian settlements in the vicinity of Columbia and Washington Boro.

Taking the full length of the path from south to north, it began at Conestoga and other Susquehannock settlements in the vicinity, which lay at the western terminus of the Great Minquas

Path from Philadelphia. It ran through Washington Boro and Columbia, over Chickies Ridge, and then by Marietta, Bainbridge, Falmouth, Middletown, Highspire, and Steelton to Paxtang.

From Paxtang it continued north along the river, through the narrows made by the Blue Mountain and the Second Mountain, to Dauphin. There it left the river (which here sweeps in a wide arc to the west) and went straight up over Peters Mountain, returning to the river at Armstrong's (Halifax). Thence it passed through the Berry Mountain Narrows to Millersburg and McKee's (Dalmatia). Keeping between the river



PAXTANG PATH

and Hooffander Mountain, it passed through Herndon to the crossing of Mahanoy Creek. Near the crossing it merged with the Tulpehocken Path and continued with it to Sunbury. North of Herndon the merged paths passed through the narrows made by the Little Mahanoy Mountain and then, at a point about a mile south of Fishers Ferry, they swung away from the river and ran for a distance of eight or nine miles over a nest of mountains, keeping parallel with the river but about two miles back from it. After a sharp descent of Shamokin Mountain to a ford across Shamokin Creek, they reached the Indian town of Shamokin (Sunbury) at the Forks of the Susquehanna.

For a vivid account of this path and the difficulties encountered on it in winter, see Bishop J. C. F. Cammerhof's "Narrative of a Journey to Shamokin, Penna., in the Winter of 1748."<sup>1</sup> Nicholas Scull's map of Pennsylvania, 1759, shows very clearly the Indian path from Harris's Ferry to Fort Augusta (Sunbury).

#### FOR THE MOTORIST

At Washington Boro, take *Pa. 441* and follow it up the Susquehanna through Columbia and over Chickies Ridge, where a short detour to the left brings one out to the edge of Chickies Rock and one of the finest views to be had of the Susquehanna. Continue on *441* through Marietta, Bainbridge, and Falmouth to Middletown. From there take *U. S. 230* (the Lancaster Pike) to Harrisburg. At Harrisburg pick up *U. S. 322* and follow it to Dauphin. There take *Pa. 225* over Peters Mountain. At the summit, another

great view awaits one. Before reaching Halifax, *225* merges into *Pa. 147*, which the motorist will then follow to Sunbury. No road traces the old Indian path across the hills east of Fishers Ferry, but *147* takes a course that is never very far off the path, and certainly gives a fair impression of the terrain.

<sup>1</sup>Translated by John W. Jordan, *The Pennsylvania Magazine of History and Biography*, XXIX (1905), 160-79.

## 84. Peach Bottom Path

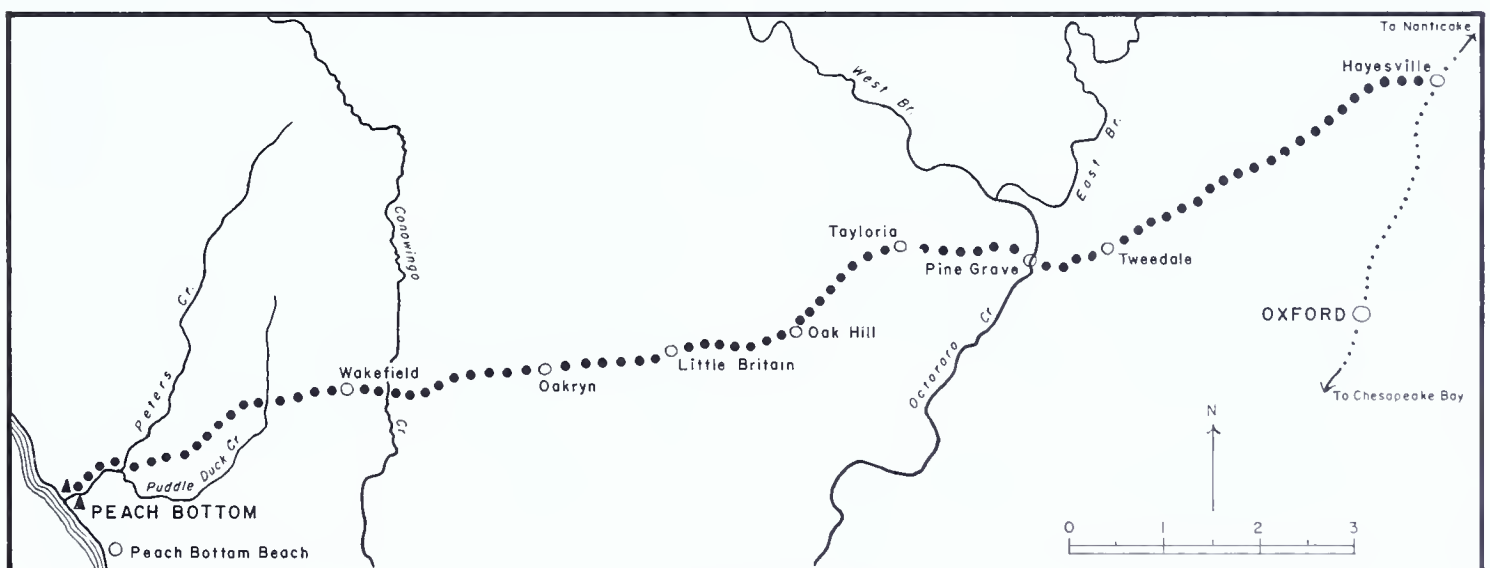
### *From Hayesville to Peach Bottom*

The Peach Bottom Path was an offshoot of the Nanticoke Path. It ran west from Hayesville in Chester County to Peach Bottom on the Susquehanna at the southwest corner of Lancaster County.

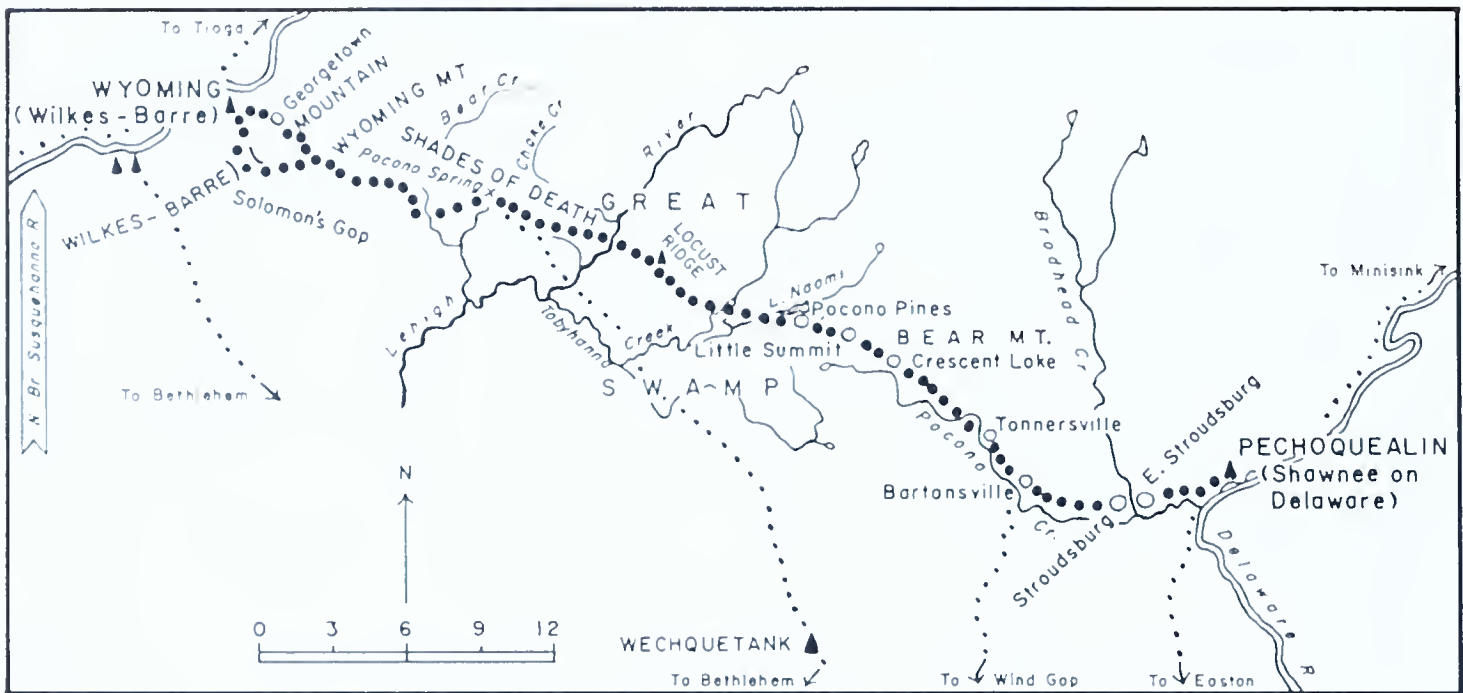
The course of this path, as described by the late Harry Wilson, was from Hayesville (on *Pa. 10*, two and a half miles north of Oxford) through Tweeddale, across Octoraro Creek at Pine Grove, through Tyloria, Oak Hill, Little Britain, Oakryn, and Wakefield to Puddle Duck Creek and Peach Bottom on the Susquehanna at the mouth of Peters Creek.

#### FOR THE MOTORIST

From Hayesville take *L. R. 15024* west to the bridge across Octoraro Creek at Pine Grove. From there continue west on *L. R. 36018* for about  $1\frac{1}{2}$  miles to Tyloria. Turn left on *L. R. 36019* and follow it for a little over a mile to Oak Hill. There turn right on *Pa. 272* for about 5 miles to Wakefield. Continue from there on *L. R. 36083* and *36010* to Peach Bottom.



PEACH BOTTOM PATH



PECHOQUEALIN PATH

## 85. *Pechoquealin Path*

*From Shawnee to Wilkes-Barre*

The Pechoquealin Path ran from Shawnee on Delaware (where it made connections with paths from Philadelphia, Bethlehem, and the Minisinks) through Stroudsburg and over the Pocono Mountains to Wyoming (Wilkes-Barre).

Leaving the Minsi Path (from Minisink Island and Esopus) at North Water Gap, the path from Pechoquealin ran through East Stroudsburg on Brodhead Creek and Stroudsburg on Pocono Creek. It followed a ridge overlooking the latter creek to Bartonsville, where it was joined by Sullivan's Road (*q.v.*).

At Bartonsville it veered a little west of north, by a route now taken by *U. S. 611*, and ran on to Tannersville. Thence it took a northwest course past the village of Crescent Lake, round the southern shoulder of Bear Mountain, to Little Summit and Pocono Pines. It skirted the southern end of Lake Naomi, and crossed Tobyhanna Creek at what is now an extension of Pocono Lake. Passing through what was once known as the Great Swamp, it skirted the southern slope of Locust Ridge (where once was an Indian village)<sup>1</sup> and forded the Lehigh River. Keeping to a gentle ridge between Choke Creek and Kendall Creek, it passed through the densely wooded

Shades of Death and crossed what is still called Shades Creek at Pocono Spring.

At Pocono Spring the path swung a trille south of west for about three and a half miles—*Pa. 115* joining it within three-quarters of a mile of the spring—to the crossing of Bear Creek. Thence it ran northwest by the route still followed by *Pa. 115*. From Ten Mile Run it crossed Wyoming Mountain and Wilkesbarre Mountain to Georgetown and Wyoming (Wilkes-Barre).

A traveler who wished to save himself the hard pull over Wilkesbarre Mountain might take the "Lower Road," which skirted the base of the mountain and turned north in two or three miles to follow Solomon Creek through Solomon's Gap. General Sullivan, on the other hand, took the Upper Road as being safer for the army.

Oscar Jewell Harvey in his *History of Wilkes-Barre* says that after the Battle of Wyoming on July 3, 1778, "By far the largest number of fugitives left Wyoming by way of the 'Lower Road'—which passed up through Solomon's Gap, then ran in a north-easterly direction along the eastern base of Wilkes-Barre Mountain for about two miles, and then took a course for the most part south-easterly."<sup>2</sup>

## FOR THE MOTORIST

From Shawnee (about 5 miles east of East Stroudsburg), *L. R. 45061* will take you west to *U. S. 611*. Follow *611* through Stroudsburg to Bartonsville and Tannersville.

From Tannersville take *L. R. 45024* left, and follow it northwest for about 9 miles to Pocono Pines. There turn left (west) on *Pa. 940*. Since the path can be followed only a little farther by modern road, it will be well to continue on *940* to its junction with *Pa. 115* and follow the latter to Wilkes-Barre. But if one wishes to follow the path as closely as possible, leave *Pa. 940* where it changes its course to southwest (1½ miles west of Pocono Lake) and take *L. R. 45039* northwest about a mile to Locust Ridge. Beyond the Ridge this road soon leaves Sullivan's. The best plan is to take the first left turn after Locust Ridge and follow a township road to Stoddartsville. There turn right on *Pa. 115* (the "New Road" to Wyoming) and stay with it past Shades Creek (where it is again on Sullivan's Road), Bear Creek, Wyoming Mountain, and Wilkes-barre Mountain to Wilkes-Barre.

If you are in a hurry, continue on *U. S. 611* from Tannersville to Swiftwater. There take *Pa. 940* to Blakeslee Corners, and from that point follow *Pa. 115* (the "New Road") to Wilkes-Barre.

<sup>1</sup> See "Journal of Rev. William Rogers, D.D., Chaplain of Gen. Hand's Brigade in the Sullivan Expedition," June 21, 1779, *Pennsylvania Archives*, Second Series, XV, 258.

<sup>2</sup> (Wilkes-Barre, 1909), II, 1054.

## 86. Peholand's Path

The name Peholand's Path was sometimes given to a section of the Catawba Path approaching Peholand's Camp or Town, which was situated on the west side of Two Lick Creek opposite the present Homer City in Indiana County. The name was given also to the Goschgoschink Path, the Ligonier Path (from Kittanning), or any other path headed for Peholand's. See the *History of Indiana County, Pennsylvania, 1745-1880* (Newark, Ohio, 1880), page 250. Early Westmoreland County warrants contain many references to Peholand's Path: e.g., C 21, to Moses Cummins, July 23, 1773: "... on the North West side of a path, leading from the two Licks to Pecholand's Camp."

Richard Bard, captured by Delawares in 1758, was taken west as a prisoner to Peholand's whence he made his escape. See "Narrative of the Captivity of Richard Bard," *Kittochtinny Magazine*, I, 6-23.



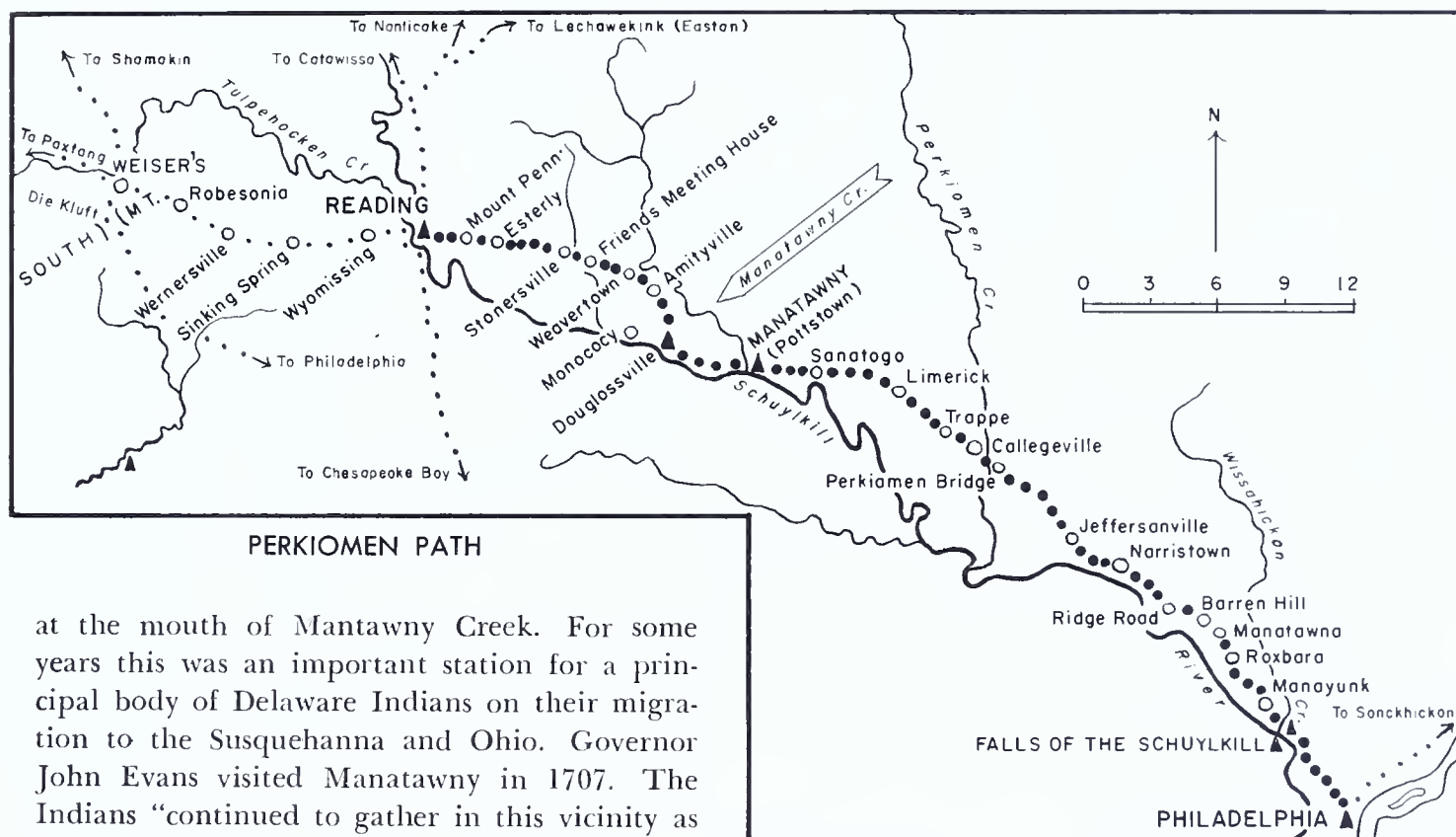
## 88. Perkiomen Path

*From Philadelphia to Reading*

The Perkiomen Path (named for Perkiomen Creek, which it forded at Collegeville) was identical with Ridge Avenue from Franklin Square on Race Street in Philadelphia to the Falls of the Schuylkill, the Wissahickon, Roxboro, and Manatawna. Beyond the city limits the path followed the Ridge Pike through Barren Hill and across Plymouth Creek at what is known as Ridge Road to Norristown. From Norristown it ran through Jeffersonville to ford Perkiomen Creek near the present Perkiomen Bridge at Collegeville. It passed through Trappe, Limerick, and Sanatoga to the Delaware Indian town of Manatawny (Pottsgrove and later Pottstown)

about three miles to Amityville. At Amityville it turned west and ran through Weavertown, Friends Meeting House, Stonersville, Esterly, and Mount Penn to enter Reading by way of Perkiomen Avenue.

From Reading a continuation of the path crossed the Schuylkill and proceeded through West Reading, Wyomissing, West Lawn, Sinking Spring, Wernersville, Robesonia, and Weiser's (Womelsdorf) to join the Allegheny Path (which had come down off the South Mountain through *die Kluft*) and went on with it to Paxtang (Harrisburg) and the Forks of the Ohio.



PERKIOMEN PATH

at the mouth of Mantawny Creek. For some years this was an important station for a principal body of Delaware Indians on their migration to the Susquehanna and Ohio. Governor John Evans visited Manatawny in 1707. The Indians "continued to gather in this vicinity as late as 1730."<sup>1</sup>

John Penn in 1788 found the country through which the road passed between Trappe and Pottstown "beautiful, a little heightened in some places by the sublime. It is, indeed, perfect, especially as you approach the Schuylkill and about Pottsgrove. . . ."<sup>2</sup>

From Manatawny the Perkiomen Path followed the river to Molatton (Douglassville), there turning north to run along a ridge for

### FOR THE MOTORIST

This is a comparatively easy path to follow. From Philadelphia take Ridge Avenue and the Ridge Pike to Barren Hill and through Norristown to its junction with U. S. #22 in the western outskirts of that city. Then follow #22 through Collegeville, Trappe, Limerick, Sanatoga, and Pottstown to Douglassville.

At Douglassville take *Pa. 662* north to Amityville. There turn left for Stonersville. At Stonersville turn left on *Pa. 562* and follow it to its junction with *U. S. 422* at St. Lawrence. Then follow *422* to Reading and Harrisburg.

<sup>1</sup> Commonwealth of Pennsylvania, *Internal Affairs Monthly Bulletin*, XXII, No. 5 (April, 1954), 8.

<sup>2</sup> "John Penn's Journal of a Visit to Reading, Harrisburg, Carlisle, and Lancaster in 1788," *Pennsylvania Magazine of History and Biography*, III (1879), 285.

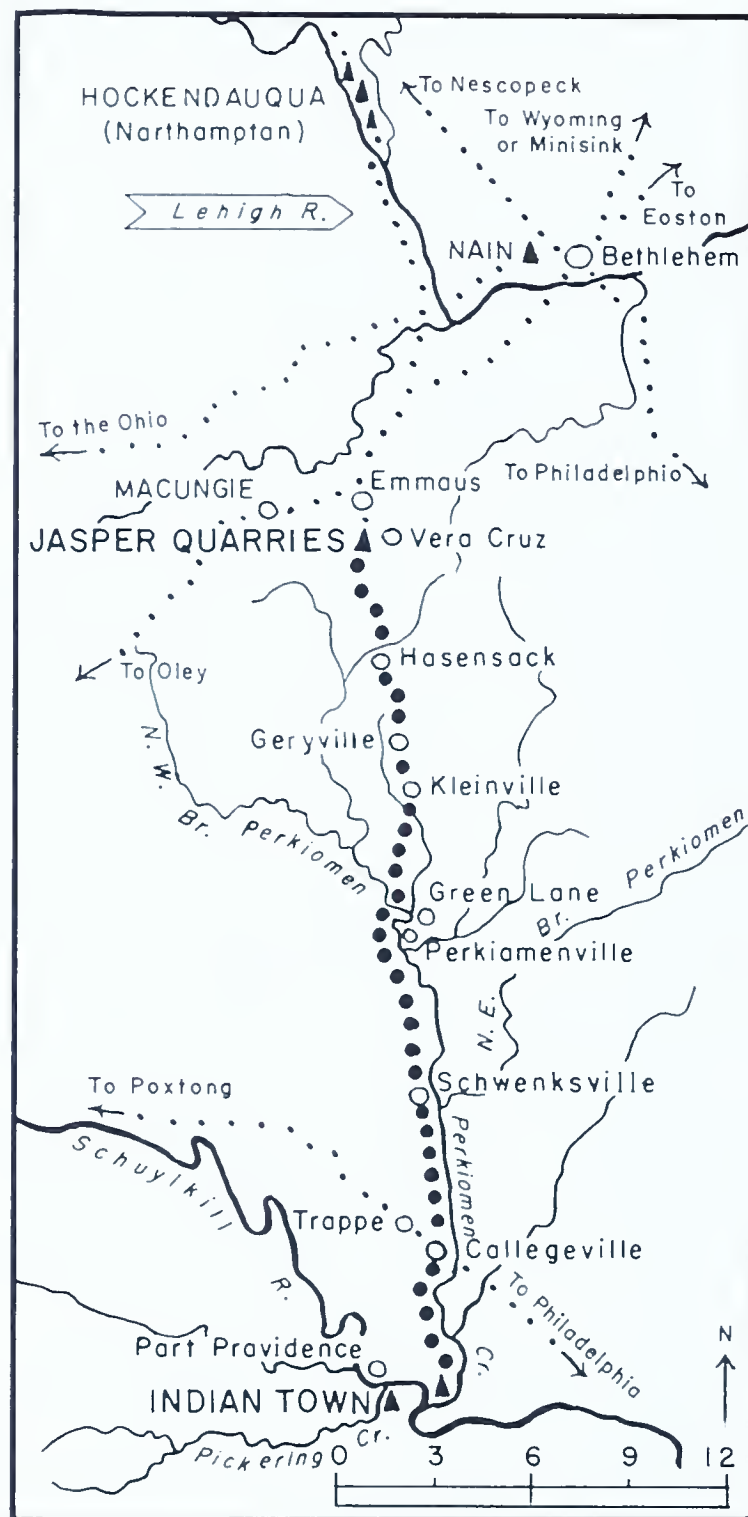
## 89. Perkiomen-Lehigh Path

*From Oaks to Vera Cruz*

According to tradition, a path ran north from an Indian town on the Schuylkill at the mouth of Perkiomen Creek (about a mile south of Oaks) to the Macungie Jasper Quarries at Vera Cruz in Lehigh County. It is said to have run up the west side of Perkiomen Creek, past Schwenksville and Perkiomenville, and to have crossed the creek at the forks opposite Green Lane. Traversing the hills between Northwest Branch Creek and Macoby Creek, it continued north through Kleinville, Geryville, and Hosensack to Vera Cruz and the great jasper quarries. There paths converged from all directions. The Perkiomen-Lehigh Path continued north to cross the Lehigh River in present Allentown. Thence it ran through Hokendaqua to Nescopeck and Wyoming.

### FOR THE MOTORIST

From Oaks take *L. R. 16063* west for about 2½ miles. Turn right on *Pa. 29* and follow it through Collegeville, Schwenksville, and Green Lane to Pennsburg. There turn right on *Pa. 663* and follow it for about 2 miles to Geryville. Turn left on *L. R. 09014*, which at the Lehigh



PERKIOMEN-LEHIGH PATH

County line becomes *L. R. 39001*, and follow it through Hosensack to Vera Cruz. The Indian jasper quarries are a few hundred yards west of the town.

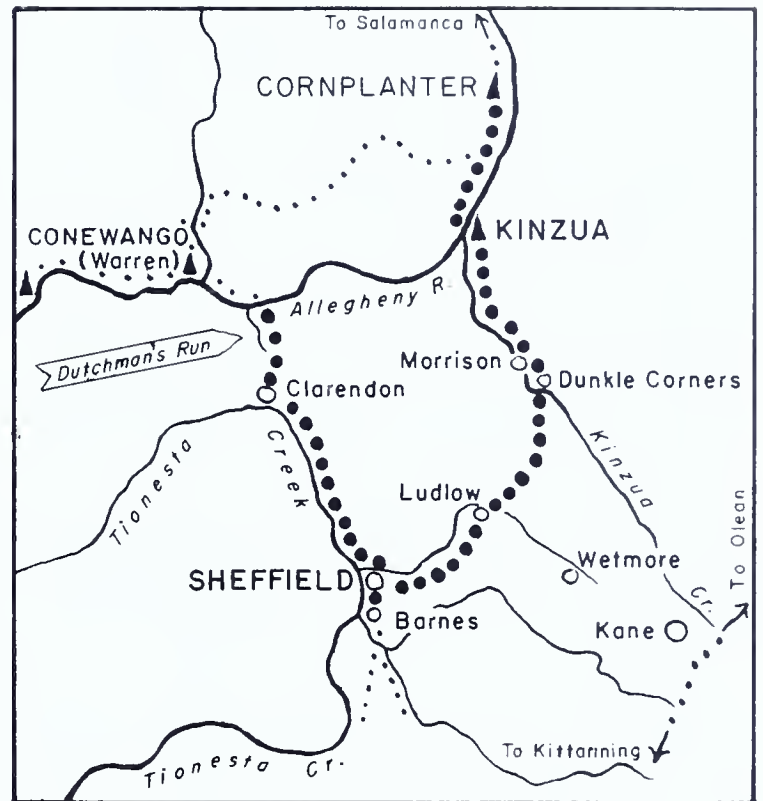
## 90. Pigeon Paths

Pigeon hunting was one of the Seneca Indians' seasonal activities in northwestern Pennsylvania. Favorite nesting grounds of the passenger pigeon (*Ectopistes migratorius*) were on the high plateau at the headwaters of the Clarion River and Tionesta Creek, where the counties of Warren, McKean, Forest, and Elk come together in the vicinity of Sheffield, Kane, and Pigeon.

After a flight of pigeons had darkened the sky over Cornplanter's Town, the Indians waited a few weeks and then sent scouts up into the hills to bring in some squabs, by means of which the chiefs might determine precisely when it would be best for their people to go to their mountain camps for the hunt. When the time was judged right, the Senecas of Cornplanter's Town and other nearby towns set out by two main routes for the pigeon plateau. Some journeyed on foot down the Allegheny Valley and up Kinzua Creek to what is now Dunkle's Corner, thence making their way across the hills to Sheffield. Others came down the Allegheny in canoes to the mouth of Dutchman's Run above Warren, and then proceeded on foot through Clarendon to Sheffield, where the two paths joined. A few miles south of Sheffield, the joint path broke up into a number of minor paths by means of which the hunters approached the particular places—which varied from year to year—at which the pigeons were known to be nesting.

Indian hunters were chiefly interested in the squabs. Sometimes they knocked them out of the nests with long poles. Sometimes they cut down the trees laden with nests and gathered the squabs from the ground. Some hunters pursued adult pigeons with bows and arrows or caught them in nets, but as a rule Indians were careful not to destroy the breeding stock.

The extermination of passenger pigeons came about through commercial slaughter by white men. A typical instance was recorded by the *Warren Mail* in 1878. On March 7 of that year, a flight of pigeons over the town of Warren was reported. By April 30 it was estimated that over 500,000 birds had been taken. On June 11 it was reported that over 700,000 had been shipped



PIGEON PATH

from Sheffield alone, another 200,000 had been shipped from Kane, and over 24,000 were still awaiting shipment.

For an excellent discussion of Indian pigeon hunting and pigeon paths, see "The Last Passenger Pigeon Hunts of the Cornplanter Senecas," by William N. Fenton and Merle H. Deardorff.<sup>1</sup>

### FOR THE MOTORIST

Since the building of the Kinzua Dam, it has been impossible to follow the old path from Cornplanter's Town through Kinzua to the pigeon plateau. The motorist is advised to take U. S. 6 southeast out of Warren and follow it to Sheffield. There take Pa. 948. At Barnes turn right (west) on Pa. 666 for Lynch (Blue Jay), and from Lynch continue on L. R. 27015 to Frosts (Pigeon P. O.).

From the south, one may approach the pigeon country by leaving U. S. 322 at Brookville. Follow Pa. 36 north to Sigel and beyond it for 3 or 4 miles to meet Pa. 899. Follow 899 north to a junction with Pa. 68 about a mile southwest of Marienville. Continue on 68 to Pigeon (Frosts) and Kane.

<sup>1</sup> *Journal of the Washington Academy of Sciences*, XXXIII, No. 10 (October, 1943), 289-315.

## 91. Pine Creek Path

*From Jersey Shore to Genesee*

From Indian settlements at Jersey Shore, the Pine Creek Path ran up the fifty-miles-long gorge of Pine Creek to Ansonia (near Wellsboro). Before reaching the First Fork (Little Pine Creek) at Waterville, it crossed the stream a number of times in order to avoid mountain shoulders. But, after passing the First Fork, it remained on the east bank. Beyond the Second Fork (Babb Creek) at Blackwell, it ran through the narrowest part of the gorge to the Third Fork (Marsh Creek) at Ansonia. There the path turned west, still following the bank of Pine Creek, past Gaines and Galeton to West Pike.

There is some uncertainty about the course it took north of West Pike. There may have been several ways over the height of land to the Genesee Valley. There is good evidence that one path, probably the main one, ran north up the valley of the Genesee Forks for about three miles, when it turned northwest up Cushing Hollow as the railroad does. Cushing Hollow provided a better thoroughfare for foot travelers than the valley of California Creek with its snarl of laurel bushes. Crossing the divide to the headwaters of the Genesee at Ulysses (Lewisville), the path ran down the Genesee Valley to the town of Genesee.

For warriors coming up from Maryland through the Bald Eagle Valley, there was a short cut to avoid going round by Jersey Shore. Moses Van Campen, captured on Bald Eagle Creek in 1782, described this cut-off. In his journal he told how his captors "made [their] way across the hills, and came down to Pine Creek, above first forks, which they followed up to the third forks, and took the most northerly branch to the head of it and thence to the head waters of the Genesee river."<sup>1</sup>

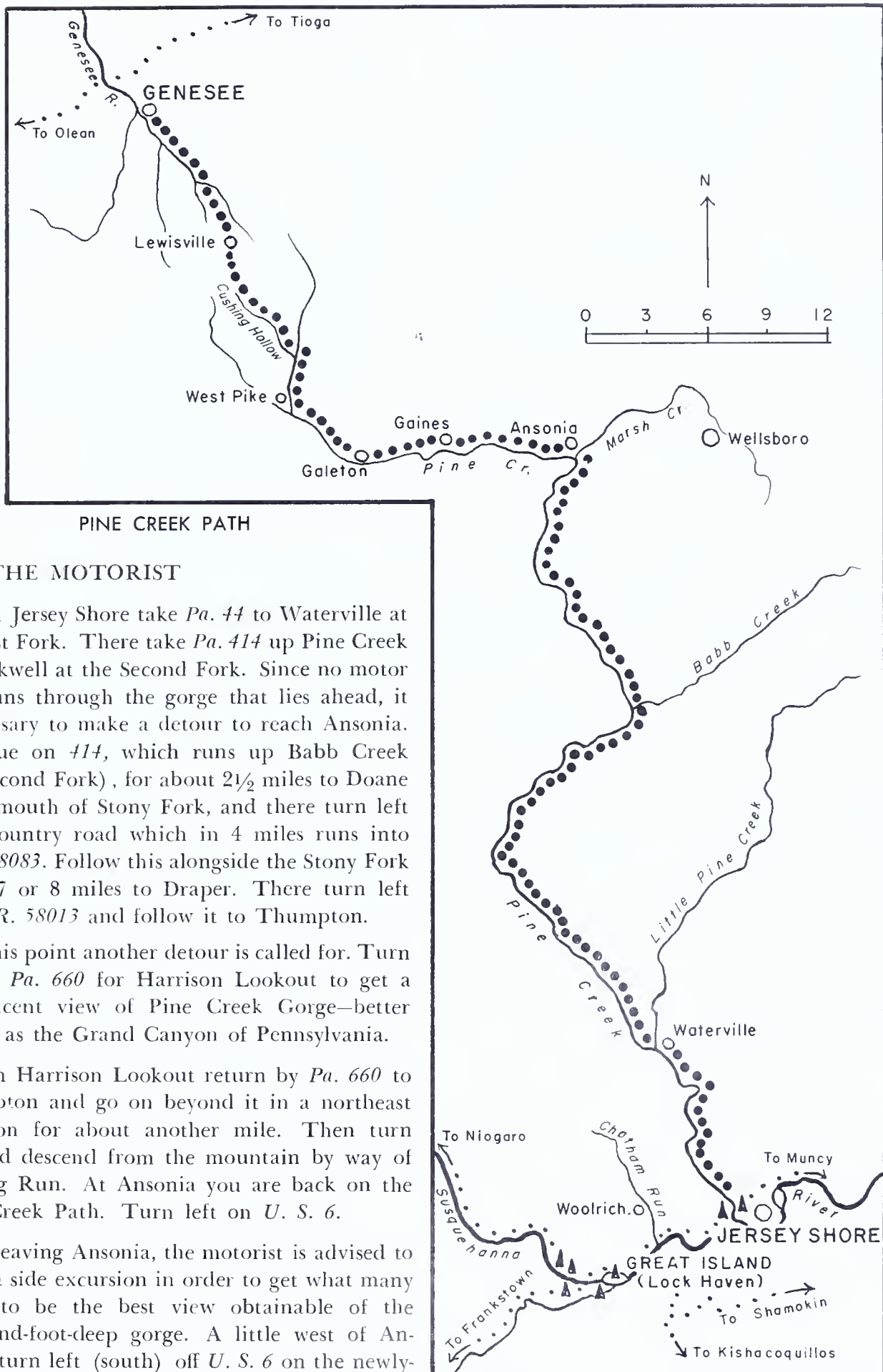
Van Campen's party probably left the Susquehanna at the mouth of Chatham Run (up which an Indian path is traditionally said to have gone) and ascended that valley to Woolrich. Thence they may have gone over the hills by a route the Big Spring Road later took and have come down off the mountain to Pine Creek about a mile above Waterville.

The path was still in use, from Jersey Shore through the gorge to Ansonia, in nineteenth-century logging days. The late Bill Smith of Wellsboro told the present writer in 1949 that in the spring of the year loggers used to raft down Pine Creek from Ansonia to Jersey Shore and Williamsport, and that they used to walk back by a path along the creek. He used to walk it himself, through the gorge and "on the bottom," as he said. In time of high water, it was sometimes necessary to climb a "draw" in order to get around a flooded spot, coming down again through the next draw. In passing through the gorge, he said, the path kept to the east bank, as the railroad does.

The Pine Creek Path never made a successful wagon road. John Peet attempted to use it as such, and did bring a yoke of oxen down from Potter County to Jersey Shore by way of Pine Creek in July, 1811. But he wrote afterwards that he "crossed Pine Creek eighty times going to and eighty times coming from mill [at Jersey Shore]; was gone eighteen days; broke two axle-trees to my wagon, upset twice, and one wheel came off in crossing the creek."<sup>2</sup>

The best description of the Pine Creek Indian Path comes from Halliday Jackson who in 1800, returning from Cornplanter's Town, wrote down his awed impression of the mountains, *seen from below*, that seemed to overhang the Pine Creek Gorge. Today visitors continue to be stirred at what they see *from above* as they gaze from the thousand-foot-high Harrison Lookout or Colton Point on the Grand Canyon of Pennsylvania.

... I passed down the side of the waters [wrote Halliday Jackson] and the mountains were on the right hand on on [*sic*] the left even great and mighty without inhabitants neither had the foot of man ever trod thereon, for their approach was inaccessible even a habitation of Owls, and dens of the fierce Animals of the wood, where the Raven breeds her young, and the Eagle soars aloft when she lifts her wings on high—<sup>3</sup>



## PINE CREEK PATH

## FOR THE MOTORIST

From Jersey Shore take *Pa. 44* to Waterville at the First Fork. There take *Pa. 414* up Pine Creek to Blackwell at the Second Fork. Since no motor road runs through the gorge that lies ahead, it is necessary to make a detour to reach Ansonia. Continue on *414*, which runs up Babb Creek (the Second Fork), for about  $2\frac{1}{2}$  miles to Doane at the mouth of Stony Fork, and there turn left on a country road which in 4 miles runs into *L. R. 58083*. Follow this alongside the Stony Fork about 7 or 8 miles to Draper. There turn left on *L. R. 58013* and follow it to Thumpton.

At this point another detour is called for. Turn left on *Pa. 660* for Harrison Lookout to get a magnificent view of Pine Creek Gorge—better known as the Grand Canyon of Pennsylvania.

From Harrison Lookout return by *Pa. 660* to Thumpton and go on beyond it in a northeast direction for about another mile. Then turn left and descend from the mountain by way of Darling Run. At Ansonia you are back on the Pine Creek Path. Turn left on *U. S. 6*.

On leaving Ansonia, the motorist is advised to make a side excursion in order to get what many think to be the best view obtainable of the thousand-foot-deep gorge. A little west of Ansonia, turn left (south) off *U. S. 6* on the newly-graded State Forest road up the mountain to Colton Point.

Return to U. S. 6 and follow it west through Gaines and Galetton to West Pike. At West Pike turn north on L. R. 52026. At Loucks Mills turn left (still on 52026) for Lewisville (Ulysses P. O.) There turn left on Pa. 49, follow it for half a mile, and then turn right on L. R. 52029 for West Bingham and Genesee.

<sup>1</sup>Northumberland County Historical Society, *Proceedings*, XIV (1944), 111.

<sup>2</sup>*History of the Counties of McKean, Elk, Cameron and Potter*, Michael A. Leeson, ed. (Chicago, 1890), 994.

<sup>3</sup>"Halliday Jackson's Journal to the Seneca Indians, 1788-1800," Anthony F. C. Wallace, ed., *Pennsylvania History*, XIX, No. 3 (July, 1952), 340.

## 92. Pohopoco Path

*From Weissport to Shawnee on Delaware*

The Pohopoco Path began at the ford on the Lehigh River where the Moravians built their model Indian town of Gnadenhütten—a town that straddled the stream, occupying both sides, now Weissport and Lehigh. Thence it ran up the north side of Pohopoco Creek past the site of the old Levett School. The modern road, in this vicinity, follows the old path closely.<sup>1</sup> From the Levett School the path ran through Kresgeville (a mile east of which Fort Norris was built), Gilbert (site of the Moravian Indian town of Wechquetank), Brodheadsville (where General Sullivan's road intersected the Pohopoco Path), Sandhill, Snydersville, and Stroudsburg

to Pechoquealin (Shawnee on Delaware). There it joined the Minsi Path, which carried it on to Minisink Island and Esopus (Kingston, N. Y.).

During the French and Indian War, the Pohopoco Path became an important military highway. In 1756 it was described as "the high Road towards the Menisinks."<sup>2</sup> Fort Allen at Weissport was built to guard the western entrance, and Fort Hamilton at Stroudsburg, to guard the eastern. These forts were at crossroads, commanding Indian paths from the north: the Nescopeck Path and the Minsi Path in particular. Fort Norris in the middle commanded a path from Wyoming to Smith Gap and Bethlehem.

Despite its importance for white men, this highway was still, as late as 1785, referred to in surveys as an "Indian Path."<sup>3</sup>

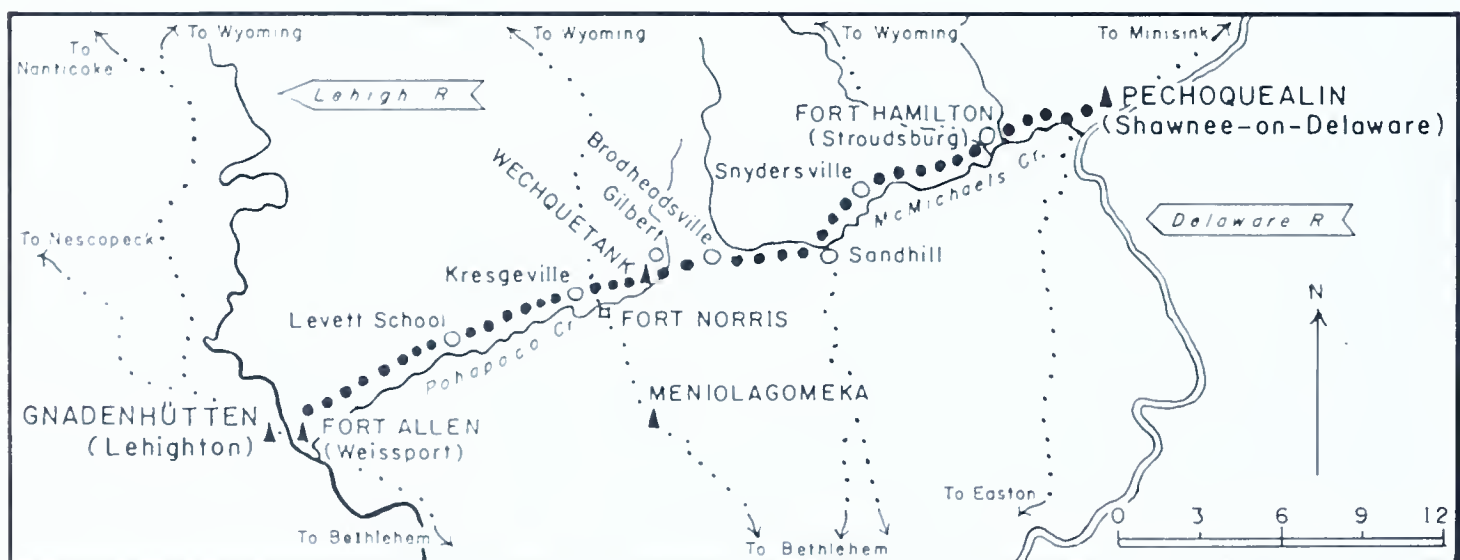
### FOR THE MOTORIST

From Weissport take U. S. 209 east for about 11½ miles. Leave it before it crosses Pohopoco Creek (209 runs up the valley of Bull Run) and go east on country roads on the north side of the creek to Kresgeville. There pick up 209 again and follow it through Gilbert and Brodheadsville to Stroudsburg. From there L. R. 166, 45011, and 45061 will take you to Shawnee on Delaware.

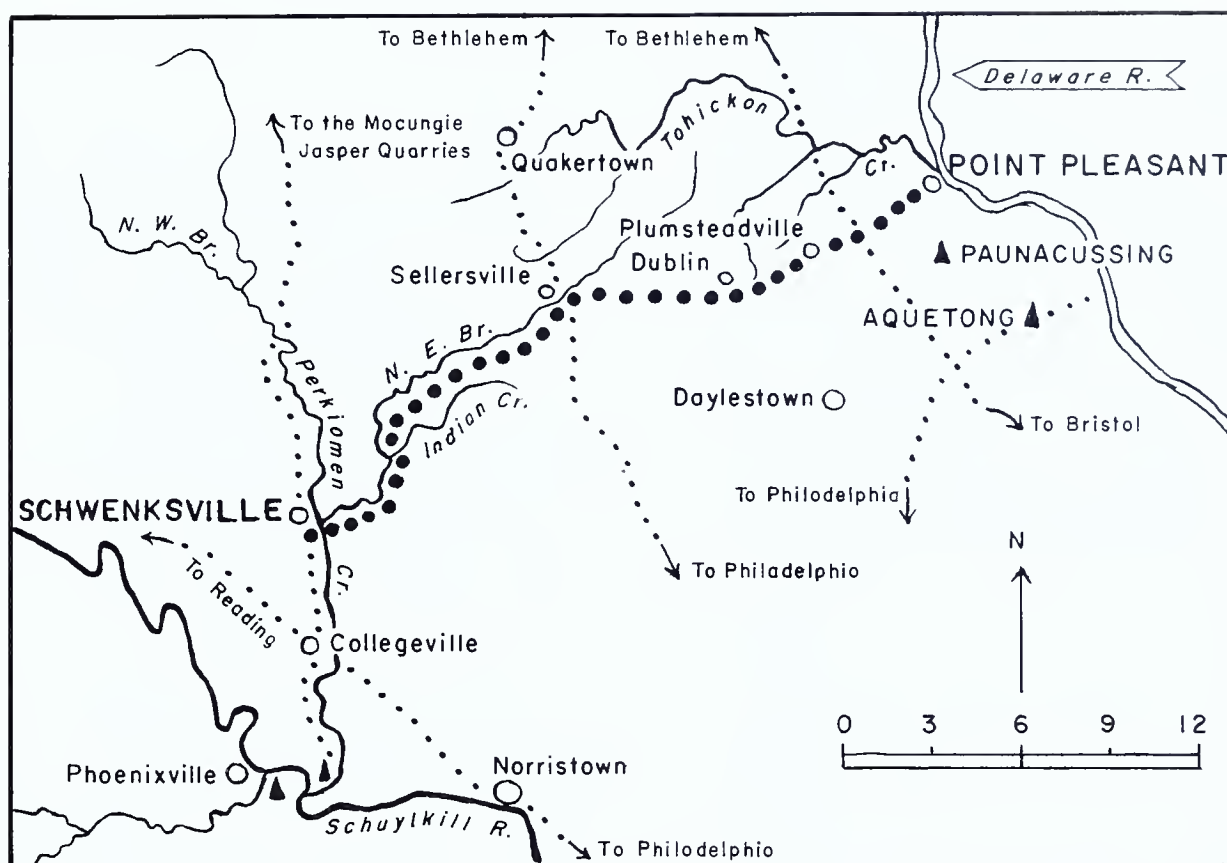
<sup>1</sup>For its exact course, see Warrantee Surveys A 27-132 and D 10-51.

<sup>2</sup>Report of James Young, Commissary General, printed in William A. Hunter, *Forts of the Pennsylvania Frontier, 1753-1758* (Harrisburg, 1960), 228.

<sup>3</sup>A 27-132, D 10-51.



POHOPOCO PATH



POINT PLEASANT PATH

## 93. Point Pleasant Path

*From Schwenksville to Point Pleasant*

There is a strong tradition in the Perkiomen Valley, reported by Samuel W. Pennypacker, 3rd, of Pennypackers Mills, Schwenksville, that an Indian path came up the North East Branch of Perkiomen Creek from its junction with the main branch at Schwenksville and ran east to a ford on the Delaware River at Point Pleasant. At Point Pleasant a tradition survives of an Indian path running west from the ford toward Schwenksville.

Moving east from the Perkiomen Valley at Schwenksville, Indian travelers are said to have crossed what is still called Indian Creek, and made their way up the North East Branch valley to Sellersville. From there they are said to have crossed the height of land to the Delaware River valley, fording the river at what was later known as Parson's Ferry (patented, 1740). This was near the argillate quarries at Point Pleasant. Parson's Ferry connected with an early New Jersey road, believed to have been based on an Indian path running east from Byram to Ser-

geantsville and Ringoes, where it joined the Lenni Lenape Path (the Old York Road).

At Point Pleasant one is told of a very old road which, like its New Jersey counterpart, is believed to have been based on an Indian path, running west from Parson's Ferry to the vicinity of Perkasio and Sellersville. A warrantee survey of a tract at Point Pleasant dated 1738<sup>1</sup> shows "a Road laid out and confirmed to a Land<sup>s</sup> on Delaware" at Enoch Pearson's place. According to Patent Book A 9, page 184, Enoch Pearson was on April 11, 1740, licensed to operate a ferry, "it being opposite to a ferry already established in West Jersey."

Mr. W. J. Taylor of Plainfield, N. J., visited Point Pleasant to inquire into the evidence for this path. His letter will serve to show how evidence from local tradition is gathered, sifted, and used.

... I have been to Point Pleasant and talked over the alleged Indian ford at

that place with several of the older inhabitants. The auctioneer who runs the old hotel, the man who had originally told me about the ford, discussed it at some length. Reduced to its simplest terms his story may be summed up thus: "There is a strong local tradition among the older residents that a ford existed somewhere near, probably below, the present bridge and that a trail which crossed from Jersey intersected the north-south trail along the river and then continued northwestward over a hill toward the region west of Tinicum and other places inland from the river." He knew of no documentary evidence.

A Miss Marshall, a descendant of the Marshall who took part in the Walking Purchase, was very cooperative. She informed me that there was a colonial ferry just below Pt. Pleasant, which she had heard was preceded by a ford; that the ford could have been used by Indians; and that two of the very early Colonial roads of the area lead from the ford; one following a creek inland almost due west toward Perkasio and still known locally as "The Ferry Road" for as much as twenty miles back in the country and the other, the road mentioned by the auctioneer, which goes northwest and is called the "Tory Road" as most of the settlers along it were Tories.

Examination of the country brings out the following: At Ringoes, N. J., on the York Road, an old road, seemingly partly abandoned and rerouted,

turns westward to Headquarters and thence to Sergeantsville and Byram, which is just across the river from Pt. Pleasant. It seems certain that this is the old road to the ferry and it seems not unlikely that it originally followed a fairly important Indian trail from Ringoes to a ford at Byram—Pt. Pleasant and thence toward inland Pennsylvania, but so far I can furnish no definite proof for you.

It may be noteworthy that there are important Indian sites on both sides of the river and along the supposed trails and that argillite quarries are known to have existed near Byram.<sup>2</sup>

The route traced on the accompanying map is conjectural. . . .

#### FOR THE MOTORIST

The Point Pleasant Path cannot be closely followed by motor but one may get a fair impression of the country through which it passed by following these directions: From Collegeville take *Pa. 29* to Schwenksville. Turn right and follow *L. R. 46026* and *46025* to Harleysville. There take *Pa. 113* for Blooming Glen and another 3 miles for Deep Run Church. Thence bear right on *L. R. 09091* and *09031* for Pipersville. From there *L. R. 09060* and *09077* will take you to Point Pleasant.

<sup>1</sup> B 29-298.

<sup>2</sup> Letter dated July 9, 1755, filed under *Point Pleasant Path*, Pennsylvania Historical and Museum Commission.

## 94. Portage Paths

Travel by canoe in Pennsylvania was more difficult than in Canada and New England for two reasons: (1) Pennsylvania's principal mountain ranges were not, as in New England, pierced by her rivers. The Appalachians here interposed a barrier that could be surmounted only by long portages. (2) The canoe birch, which provided the lightest, swiftest, most manageable water craft known to man, did not grow in Pennsylvania. Dugouts and even elm bark canoes were clumsy in the water and too heavy to be carried

any distance overland.

So it was that at the head of navigation, Pennsylvania Indians left their canoes in the bushes and carried their goods on their backs over the divide to the head of navigation on the other side, where they built themselves fresh canoes. That is why the name Canoe Place is so frequently found at the heads of streams on early maps of Pennsylvania.

Among the most notable Pennsylvania portages were those described in the following pages.

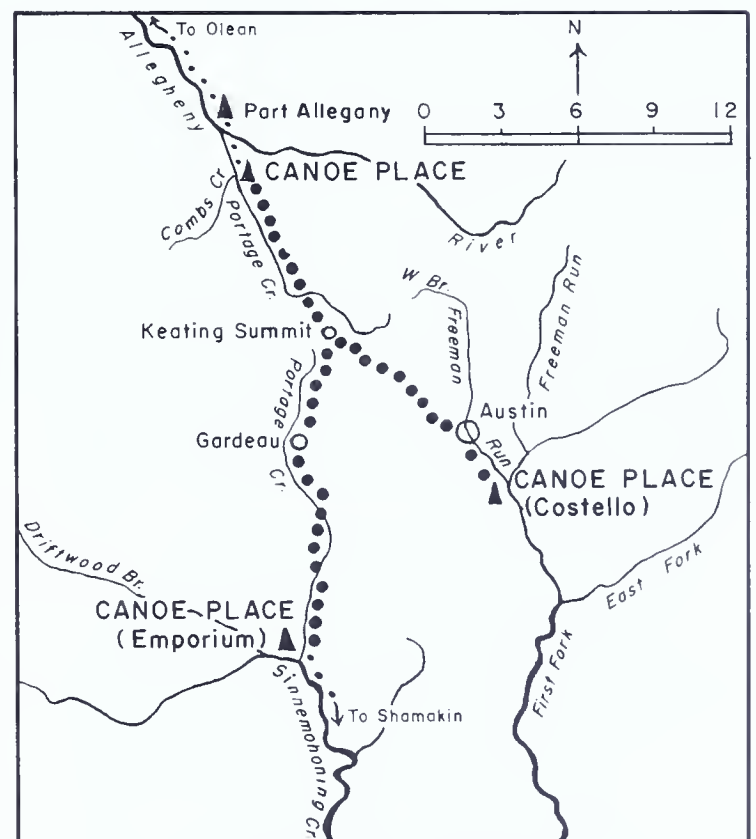
### A. Allegheny Portage: Big Portage Path

#### *From Emporium to Port Allegany*

On Reading Howell's Map of Pennsylvania, 1792, the twenty-three mile Allegheny Portage is clearly shown. The head of navigation on the Sinnemahoning was at Canoe Place (later Shippen, now Emporium) at the confluence of Portage Creek and the Driftwood Branch of the Sinnemahoning. From there the path ran up the valley of Portage Creek through Gardeau, over the "Big Lookout Divide" at Keating Summit (elevation 1,880 feet), and down Little Portage Creek to the Canoe Place at its junction with Combs Creek. The name Canoe Place became attached to the whole region, including the settlement now known as Port Allegany at the junction of Portage Creek and the Allegheny River.

Since the grades up and down over this portage are easy, and since the Appalachian Divide here is comparatively low (as compared, for instance, with that on Negro Mountain in Somerset County, where the Turkeyfoot Path crosses at an elevation of 3,125 feet), it has been suggested that this may have been the route taken by the first Indians, ten or fifteen thousand years ago, who prospected a way from the plains across the mountains into eastern Pennsylvania. Certainly the route was, in the early years of the nineteenth century, much used by settlers moving

west. Benjamin Burt, who came to this region in 1810 and settled on a farm at Burtville (named for him), has left a vivid picture of his early experiences:



ALLEGHENY PORTAGE:  
BIG AND LITTLE PORTAGE PATHS

. . . I soon had plenty of work, as the settlers commenced to come up the Susquehanna River to Shippen, now Emporium, with flat boats, and pack their goods across the Portage to Canoe Place, where they made canoes and floated down the Ohio River. I had a lot of work making these canoes out of white pine logs.<sup>1</sup>

#### FOR THE MOTORIST

From Emporium Junction, take *Pa. 155* to Sizerville. There bear left on a country road that follows the creek and railroad through Gardeau to Keating Summit. At the Summit take *Pa. 155* again and follow it through Liberty and Wrights to Port Allegany.

## B. Allegheny Portage: Little Portage Path

*From Costello to Port Arthur*

The Little Portage Path was much used as an alternative to the Big Portage Path, for the good reason that, though steeper, it was shorter. It ran from Costello at the mouth of Freeman Run on the First Fork of the Sinnemahoning, up along the west side of Freeman Run past Austin, to Keating Summit.

"The Little Portage was precipitous at both ends," writes Mrs. Marie Kathern Nuschke, formerly of Austin, "but the entire road on top of the mountain was on reasonably flat land. The only big bend in the Trail was at the head of Cove Hollow, later known as Horn Hollow. The Trail left the flat on land later owned by the Brownlees and ascended the mountain on the Freeman Run side of the Valley."<sup>2</sup>

On Keating Summit the Little Portage Path joined the Big Portage Path, and together they followed Little Portage Creek down to its meeting with the Allegheny River at Port Allegany.

"There is no question," asserts Mrs. Nuschke, "but what the Indians knew the value of the Little Portage long before the white man saw it. The Fork of the Sinnemahoning was navi-

gable for a longer distance than the river on the other side of the mountains from Sinnemahoning to Shippen [Emporium]. The Little Portage was not less than five miles shorter."<sup>3</sup>

The Little Portage Path was popular also with settlers, to whom Forest House on Keating Summit was long a landmark. The son of E. O. Austin, who built the town of Austin, informed Mrs. Nuschke that, when he constructed the road from Costello to Keating Summit, all he had to do beyond the first mountain was to widen the old "Little Portage Trail."

#### FOR THE MOTORIST

From the village of Sinnemahoning on the West Branch of the Susquehanna, take *Pa. 872* through Costello to Austin. There take *Pa. 607* to Keating Summit and *Pa. 155* to Port Allegany.

<sup>1</sup> Victor L. Beebe, *History of Potter County, Pennsylvania* (Coudersport, 1934), 34-35.

<sup>2</sup> "The Little Portage Trail," *Pennsylvania History*, XXXI, No. 4 (Oct., 1964), 402.

<sup>3</sup> *Ibid.*

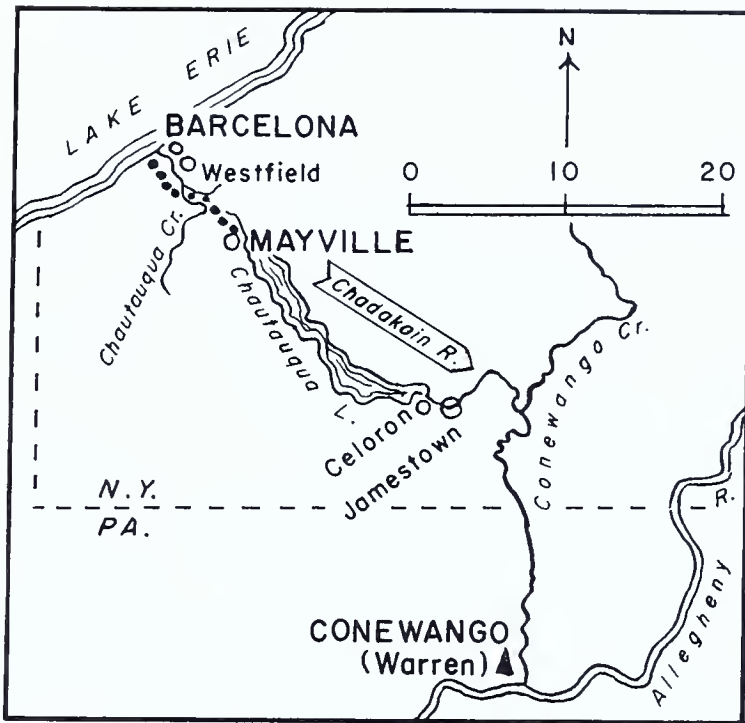
## C. Chautauqua Portage

*From Lake Erie to Chautauqua Lake*

The Chautauqua Portage, a "short hogback path" nine and a quarter miles long, ran from Barcelona Harbor on Lake Erie to Mayville on Chautauqua Lake. It was part of a well-known travel route between the St. Lawrence and the Ohio river systems.

The portage began at the mouth of Chautauqua Creek, just west of the town of Barcelona. It kept to the high ground west of the creek, running south-southeast past Westfield, then veering east-southeast to cross the creek. It ran along the heights above Little Chautauqua Creek, but soon bent south-southeast again to follow Little Inlet to Chautauqua Lake at the eastern end of Mayville.

"De Longueuil used this portage in 1739 at the time of his expedition against the Chickasaws; in 1749 Céloron de Blainville followed the same route during his journey to the Ohio country.



CHAUTAUQUA PORTAGE

The engineer de Léry surveyed this portage in 1754."<sup>1</sup>

In 1753, when France began the military occupation of the Allegheny Valley, the Chautauqua Portage was rejected in favor of the Presque Isle Portage because the latter had the advantage of a superior harbor on Lake Erie. Next year,

however, the Chautauqua Portage was brought back into use and continued to be used throughout the campaign, along with the Presque Isle Portage, for the transportation of men and supplies.

From the outlet of Chautauqua Lake at what is now the town of Celoron (a mile northwest of Jamestown, N. Y.), canoes had free passage down the Chadakoin River and Conewango Creek to the Belle Riviere (the Allegheny River) at the Indian town of Conewango (Warren, Pa.).

#### FOR THE MOTORIST

From Barcelona on N. Y. 5, take N. Y. 17 to Mayville. For the first 3 or 4 miles the road is a few hundred yards east of the portage path. For the rest of the way it is a few hundred yards to the west.

To complete the journey to Warren, take either N. Y. 17 (which runs down the east side of the lake) or 17 J (which runs down the west) to Jamestown. From Jamestown take N. Y. 60 to Frewsburg and from there take U. S. 62 down the banks of Conewango Creek to Warren.

<sup>1</sup> *Papiers Contrecoeur et Autres Documents Concernant le Conflit Anglo-Français sur l'Ohio de 1745 à 1756*, Fernand Grenier, ed. (Quebec, 1952), 16, n. 2. (Translation by present writer.)

## D. Cherry Tree Portage

*From the West Branch of the Susquehanna to Two Lick Creek*

The Cherry Tree Portage, ten miles in length, ran from "the Cherry Tree or Canoe Place"<sup>1</sup> at the headwaters of the West Branch of the Susquehanna River to Diamondville on Two Lick Creek. From this latter canoe place Indians paddled down Two Lick Creek to its junction with Blacklick Creek, down Blacklick to the Conemaugh River, the Kiskiminetas River, and finally the Allegheny River at Freeport.

About two miles southwest of Cherry Tree, the portage path met the Kittanning (Frankstown) Path and followed it past present Cookport and former Shawnee Cabins (now Shawnee Bottom) to Diamondville (Mitchells Mills P. O.).

Of the origin of the name Cherry Tree,

R. Dudley Tonkin notes that by the terms of the Fort Stanwix Treaty of 1768 the westward bounds of Pennsylvania were to be the West Branch of the Susquehanna up to the point where

... a canoe would strike bottom at a canoeing stage of water. The waters of Cush Cushion Creek entering from the west had widened the river and had thrown up a gravel bar across it. The canoe paddled up river struck bottom on this gravel bar. From this point a straight line was later surveyed to Kittanning. This line was and is known as the Purchase Line, and the land [south] of it came under the terms of the purchase. The river corner of this purchase of 1768 was established at a large wild

black cherry tree near the mouth of Cush Cushion Creek.<sup>2</sup>

This cherry tree, after which the town of Cherry Tree was named, was washed away about 1837. Mr. Tonkin, in a letter of March 6, 1959, has this to say about it: "My father came to the river two miles below in 1838. He told me the tree had been washed down stream about  $3\frac{1}{4}$  mile. John King a settler in 1822 (13 yrs. of age) told me the same story."

#### FOR THE MOTORIST

From Cherry Tree take *Pa. 580* for about  $2\frac{1}{2}$  miles to Uniontown. There turn right (west) on *L. R. 631* for Cookport. At Cookport turn left (southeast) on *L. R. 32065*. Follow it for a little over  $1\frac{1}{4}$  miles, and then turn right (west) on *L. R. 32169*. In about 3 miles you will come to *Pa. 223*, which will take you on south in about

$1\frac{1}{2}$  miles to Diamondville (Mitchells Mills).

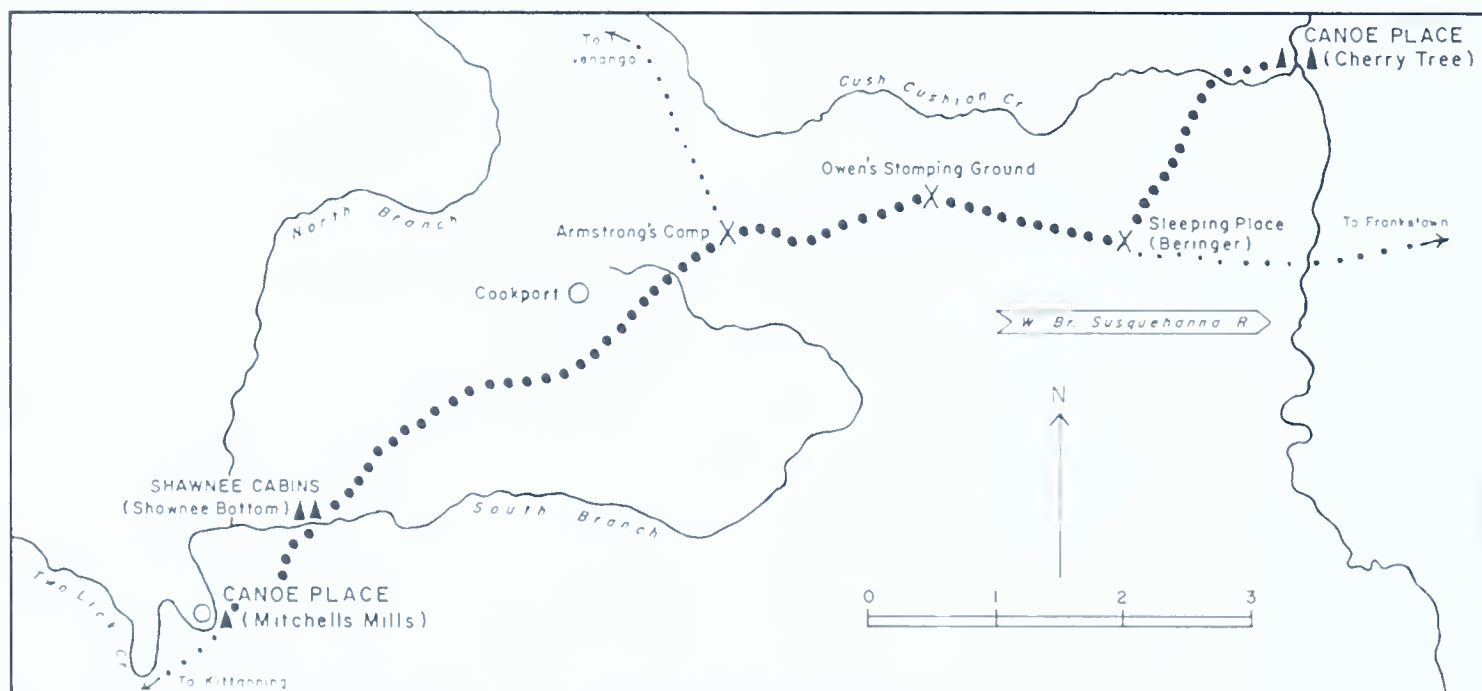
<sup>1</sup> Warrantee Survey A 87-164.

<sup>2</sup> *My Partner, the River* (Pittsburgh, 1958), 115.

## E. Conestoga Portage

*From Conestoga Creek to French Creek  
(Chester County)*

The Conestoga Portage was a comparatively short one between the headwaters of Conestoga Creek, which flows into the Susquehanna at Safe Harbor, and the headwaters of French Creek, which flows into the Schuylkill at Phoenixville. This was the main canoe route between the Susquehanna and Delaware rivers. It passed close by Conestoga (Susquehannock) Indian settlements, from which the creek took its name.



CHERRY TREE PORTAGE

## F. Conococheague Portage

*From Conodoguinet Creek  
to Conococheague Creek*

The Conococheague Portage, about eight miles in length, ran from the vicinity of Orrstown on the headwaters of Conodoguinet Creek, which flows into the Susquehanna at Harrisburg, to a canoe place above Chambersburg on the headwaters of Conococheague Creek, which flows into the Potomac at Williamsport, Md.

William B. Marye has expressed the opinion that the canoe place on the Conodoguinet was at the mouth of Rowe Run (formerly Herron's Branch), while the canoe place on the Conococheague was at Red Bridge. Between them lay "a beautiful stretch of gently rolling country," suitable for what a Maryland map of 1721 called "ye Land Carriage of 8 Miles to ye Susquehannah."<sup>1</sup>

### FOR THE MOTORIST

From Orrstown take Pa. 433 south to meet U. S. 11 and continue on the latter to the crossing of Conococheague Creek at Red Bridge, 2 miles north of Chambersburg.

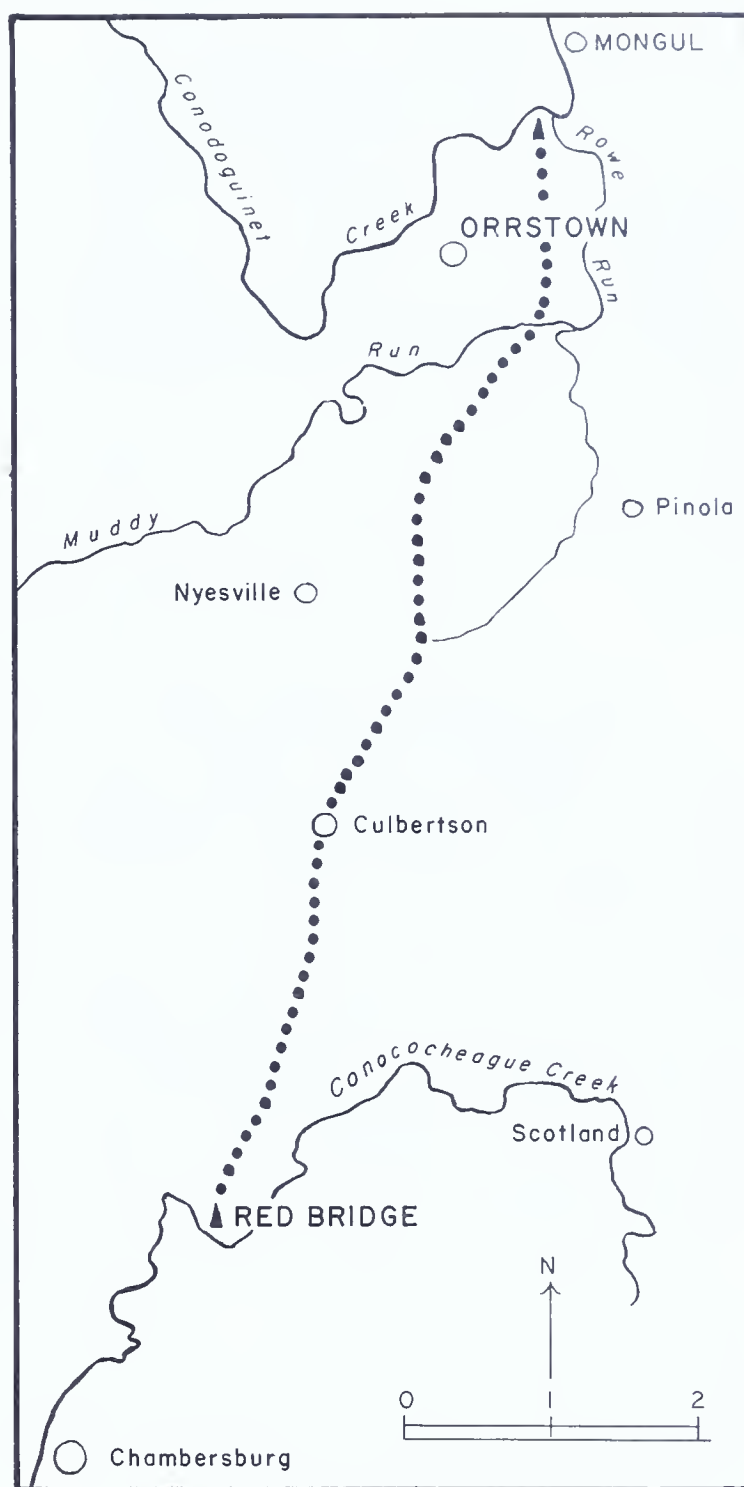
<sup>1</sup>"Patowmeck Above ye Inhabitants," *Maryland Historical Magazine*, XXXII (1937), 293-95.

## G. Great Bend Portage

*From Lanesboro to Stockport*

The Great Bend Portage ran from the Tuscarora Town at the mouth of Conawacta Creek (in the Great Bend of the Susquehanna at what is now Lanesboro)<sup>1</sup> to Stockport on the Delaware River. On the Adlum-Wallis map entitled "A General View . . . of Pennsylvania" (1793-94), it is labeled "Portage 19m<sup>s</sup>" and shown as running between "Harmony" (Lanesboro) and Stockport.

Samuel Harris's draft of the Great Bend coun-



CONOCOCHEAGUE PORTAGE

try, made in 1774, shows the path as running up the north bank of Conawacta Creek. Leaving the creek, it ran over the mountains by way of Starucca and Shehawkin Lake, and came down to the Delaware River at the mouth of Stockport Creek.<sup>2</sup>

### FOR THE MOTORIST

It is not possible to follow the path closely all the way, but an approximation of its course may

be had by taking *U. S. 11* from Binghamton, N. Y., to Great Bend, Pa., and from there following *Pa. 171* to Oakland and Lanesboro, and on up Conawacta Creek for about 4 miles. Just short of Comfort Lake, turn left for Melrose. From Melrose to Starrucca, take *L. R. 296*. At Starrucca take *L. R. 365* and follow it past Shehawkin Lake. About 4 miles beyond the lake, turn sharp right (south) on *L. R. 63051*. Follow

this road for about  $\frac{1}{4}$  mile and then turn left (east) on a township road that in about 4 miles more brings you down Stockport Creek to the town of Stockport.

<sup>1</sup> Warrantee Survey C 153-21.

<sup>2</sup> See "Journal of Samuel Harris," T. Kenneth Wood, ed., *Now and Then*, IV (1929-1932), 343. See also *Sketch of the Internal Improvements Already Made by Pennsylvania* (Philadelphia, 1818), Map 2.

## H. Presque Isle Portage

*From Lake Erie to the head of French Creek*

The Presque Isle Portage ran from Presque Isle Bay at the mouth of Mill Creek near Sobieski Street, in Erie, to Fort Le Boeuf (Waterford) on Le Boeuf Creek at the head of canoe navigation for French Creek.<sup>1</sup>

The ground it crossed was flat and often wet. In consequence its course varied much as travelers kept seeking drier ways to go. In 1753 the French, preparing for an expedition into the Ohio country, built a portage road from Presque Isle (Erie) to Fort Le Boeuf. Thence they descended by canoe and bateau to the Allegheny River (La Belle Rivière) at Venango (Franklin).

The course of the Presque Isle Portage has been carefully traced by Autumn L. Leonard in the *Pennsylvania Archaeologist*.<sup>2</sup>

Louis Antoine de Bougainville in 1757 gave a frank opinion of its military serviceability:

The portage from this fort [Presqu' Isle] to that of the river au Boeuf is seven leagues. During the winters which are mild, rainy, and not liable to have snow, the transportation is almost impracticable; spring and autumn are much the same; summer is the only season on which one can count for sending provisions and other necessities to La Belle River. I speak of wagon transportation; pack-horses go at all times.<sup>3</sup>

### FOR THE MOTORIST

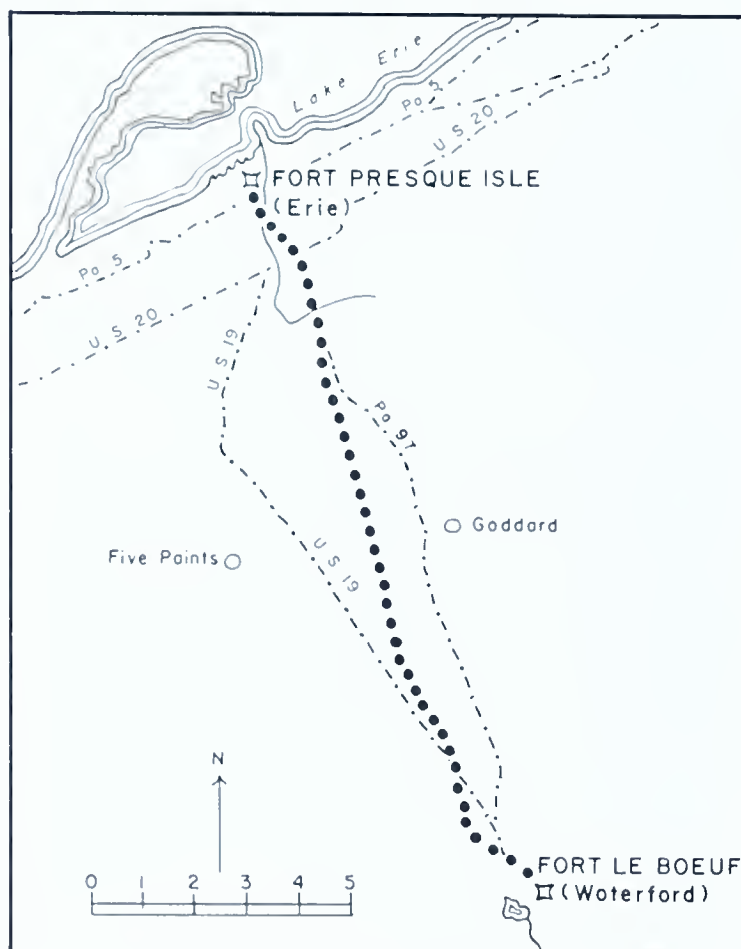
Follow Parade Street in Erie to Twenty-Eighth Street, there enter Old French Road (*Pa. 97*), and

continue on 97 to Waterford. *Pa. 97* does not follow the portage road exactly, but it is never far from it and gives a good view of the terrain.

<sup>1</sup> For a fuller description of this route, see under *Venango Path*.

<sup>2</sup> "The Presque Isle Portage and the Venango Trail," *Pennsylvania Archaeologist*, XV, Nos. 1-4 (1945).

<sup>3</sup> *Wisconsin Historical Collections*, XVIII (1908), 181.



PRESQUE ISLE PORTAGE

# I. Tioga Portage

Athens, Pa.

The Tioga Portage was only 200 yards long. It crossed the narrow peninsula separating the Chemung River from the North Branch of the Susquehanna River above Tioga Point at Athens, Pa.

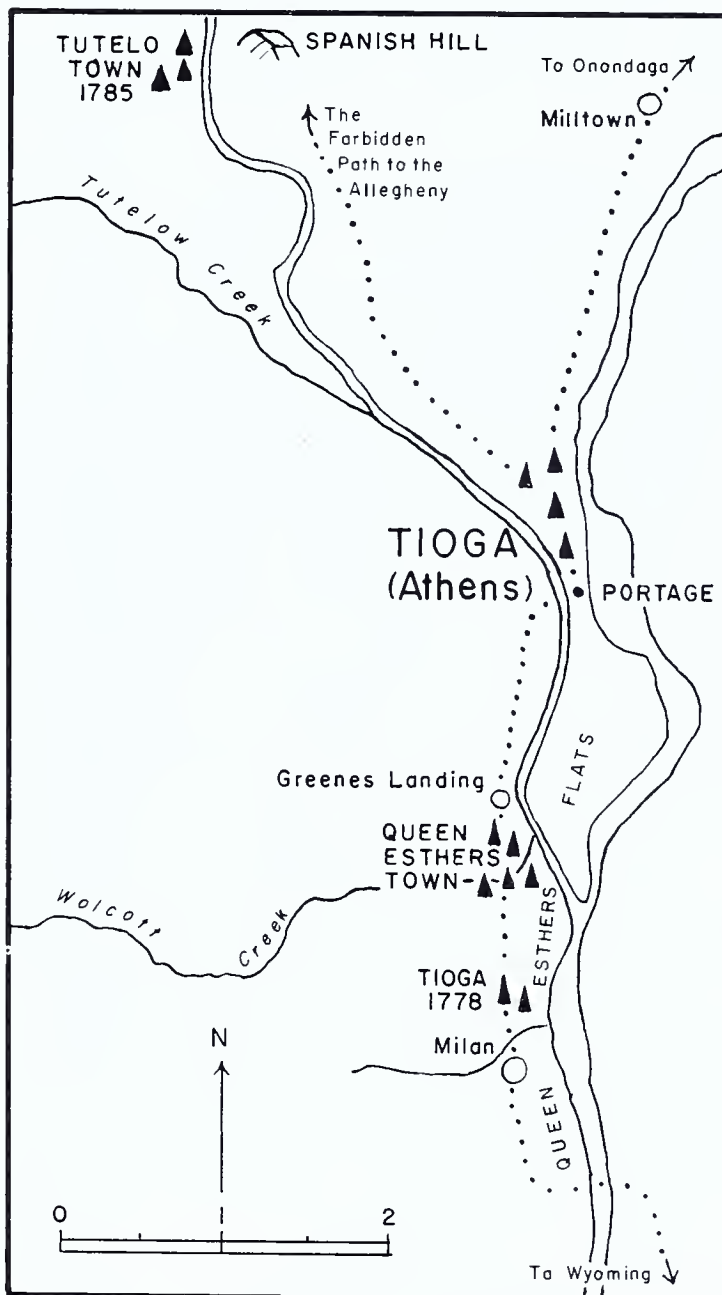
Samuel Harris, surveyor, who was here in April, 1774, explained the use the Indians made of this portage:

28th Moved up the River [from Tioga Point] about Two Mils a Little above

the Indian Carring Place whear they Hall [haul] thare Canows over when thay Cum down the one Branch and go up the other in order to Save 4 or Five miles.<sup>1</sup>

Dr. T. Kenneth Wood, who edited Harris's journal for *Now and Then*, adds this note about the exact location: "Miss [Elsie] Murray of the Tioga Point Museum fixes it as just north of and paralleling Tioga Street, Athens, the short street leading from the Chemung bridge to Main Street."

<sup>1</sup>"Journal of Samuel Harris," April, 1774, T. Kenneth Wood, ed., *Now and Then*, IV (1929-1932), 337.



TIOGA PORTAGE

## 95. Punxsutawney-Venango Path

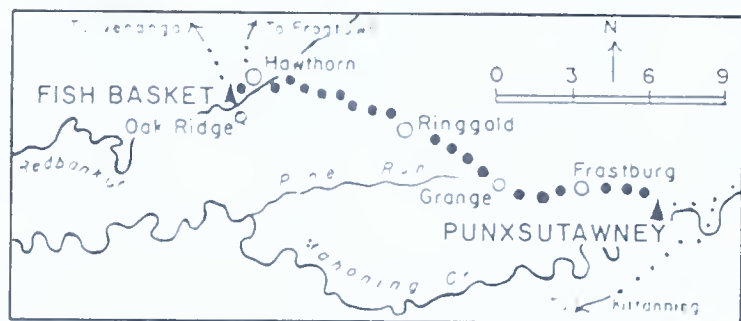
From Punxsutawney to Franklin

The route of the Punxsutawney-Venango Path has not been precisely determined, but there is a strong local tradition (to which an excellent terrain adds confirmation) that it left Punxsutawney about where Pa. 36 does, and climbed at once on to a long ridge. A little over two miles northwest of Punxsutawney, the path turned left to Frostburg and continued on another good ridge for three and a half miles to Grange.

At Grange it forked, the main path continuing on the ridge past Ringgold and descending from the hills to cross Redbank Creek either at Hawthorn (from which point another path ran almost straight north through Frogtown to join the Venango-Chinklacamoose Path at Clew's Riffle on the Clarion River), or at Fish Basket at the mouth of Town Run (Oak Ridge).

At Fish Basket the main path was joined by the alternate path which had left it at Grange. The alternate is said to have gone by way of Zion Church to meet the Venango-Frankstown Path in the near vicinity of McGregor.

At Fish Basket the path from Frankstown to Venango came in, and the two proceeded as one by way of Piney, Edenburg, Kossuth, and



PUNXSUTAWNEY-VENANGO PATH

Van to the Indian town of Venango at the junction of French Creek and the Allegheny River.

#### FOR THE MOTORIST

Take *Pa. 36* out of Punxsutawney and follow it for 3 miles. Then turn left (west) on *Pa. 536*.

Follow it along the ridge through Grange, Ringgold, and North Freedom to Mayport on Redbank Creek. At Mayport turn left on *Pa. 28* for Oak Ridge (Fish Basket) at the mouth of Town Run.

From this point the path to Van is difficult to follow. But it is possible to see the kind of terrain it crossed if one goes west 2 miles farther on *Pa. 28* to New Bethlehem and there takes *Pa. 839* north to Reidsburg and *Pa. 68* to Clarion. Clarion is off the trail, but if you take *U. S. 322* west to Shippensburg and turn left on *Pa. 208* to Elk City, you will be back on the trail again. Continue on *208* a short distance to Knox, and there turn right to Kossuth, where you will pick up *U. S. 322* again. Follow *322* west through Van to Franklin.

## 96. Raystown Path

*From Harrisburg to Pittsburgh*

The Raystown Path was the southern (as the Frankstown Path was the northern) branch of the Allegheny Path from Paxtang (Harrisburg) and its vicinity to the Ohio-Allegheny country.

The course of the Raystown Path, since the time when the first records were made of it, has undergone constant change. It is therefore difficult to present a coherent picture of it. The Indians used several variants, traders made such changes as were called for to ease the burden on pack horses, and General Forbes adapted it to the needs of military transport through enemy-held territory in a wet season. Succeeding road makers have continued to adapt the road to the needs of expanding commerce and changing methods of transportation.

From the ford of the Susquehanna at Paxtang, an early Indian path ran to Letort's Spring at what is now Carlisle, following pretty closely the route now taken by *U. S. 11* from west of Camp Hill through Hogestown. From Carlisle the path ran southwest by Mount Rock to Shippensburg. There a choice of routes presented itself. One branch ran almost straight west by way of Orrstown and Upper Strasburg to cross the Blue

Mountain into Horse Valley, the Kittatinny Mountain into Path Valley near Fannettsburg, and the Tuscarora Mountain to Burnt Cabins on Little Aughwick Creek. The other branch avoided this heavy climbing by taking a course—longer by eighteen or twenty miles—round Parnell's Knob at the south end of North Mountain and through a break known as Cowan Gap in the Tuscarora Mountain.

To trace it more exactly, this alternate route through Cowan Gap went southwest from Shippensburg through Culbertson, passing about two and a half miles northwest of Chambersburg, to St. Thomas, where *U. S. 30* now joins it. Turning west, the path passed under Parnell Knob and Jordans Knob, crossed Conococheague Creek about where the town of Fort Loudon stands (a mile and a half northwest of the original Fort Loudoun), and turned up into Path Valley. It ran north to Richmond Furnace and, veering to the west, began to climb the lower slopes of Tuscarora Mountain. It passed through Cowan Gap, thus avoiding a long, steep climb such as the Lincoln Highway, *U. S. 30*, makes on its way to McConnellsburg. Cowan Gap is nearly

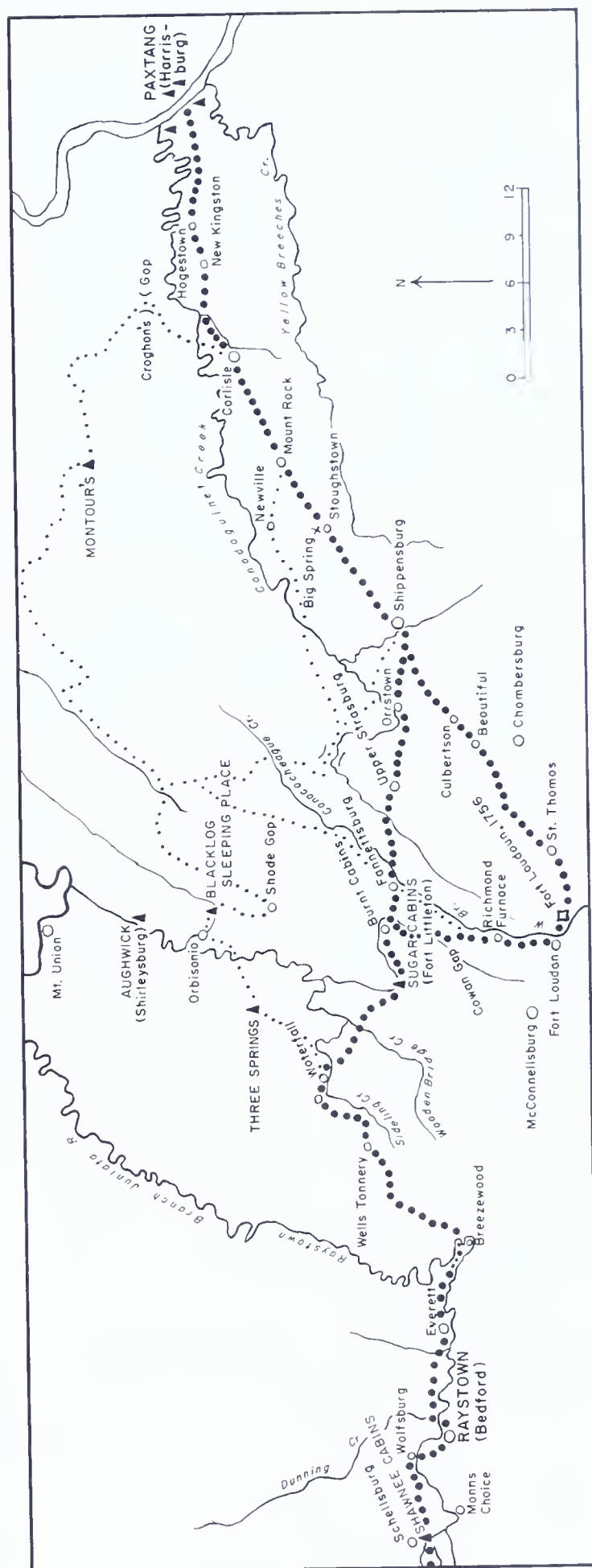
1,000 feet lower than the crest of the Tuscarora Ridge overlooking it from the south, and about 800 feet lower than the ridge where U. S. 30 crosses it.

From Cowan Gap the Raystown Path ran down the South Branch of Little Aughwick Creek, through a narrow valley between the Tuscarora Mountain and Cove Mountain. Half a mile east of Burnt Cabins, it was joined by the other branch coming straight west from Shippensburg.

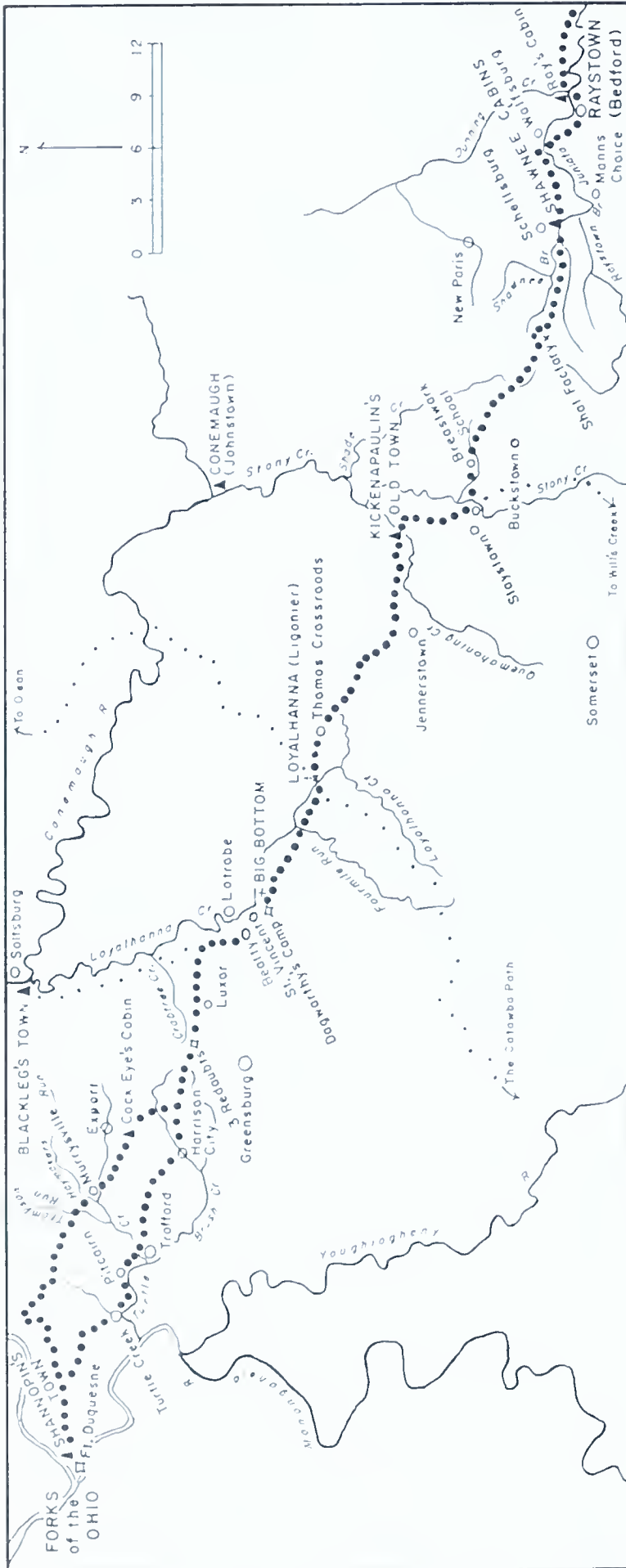
The reunited Raystown Path ran west through Burnt Cabins (so named because of the burning of settlers' cabins by Pennsylvania authorities in 1750 in an attempt to keep faith with the Indians, from whom these lands had not yet been purchased) and came to Sugar Cabins (Fort Littleton).

From Fort Littleton the traders' path (and probably an Indian path before it) ran northwest as straight as it could among these broken foothills to Sideling Hill Gap, thus avoiding the sidehill course that later roads—except the Pennsylvania Turnpike—have taken. Running from Waterfall to New Granada through the gap which Sideling Hill Creek has cut in the mountain after which it was named, the traders' path turned southwest past Enid to the vicinity of Wells Tannery. Thence it ascended to the Gap, almost at the summit of Rays Hill, by a long, dry ridge with easy grades, more suitable for pack horses than the shorter route from Fort Littleton up the deep valley of Wooden Bridge Creek to traverse the long side slope of Sideling Hill.

From the summit of Rays Hill (the ridge of which merges with that of Sideling Hill), the path descended through Rays Cove to the Juniata. It is not known exactly how it came down. Charles Hanna in *The Wilderness Trail*<sup>1</sup> says it came down Tub Mill Run to the crossing of the Juniata that General Forbes used in 1758. On the other hand, Pownall's map of "The New Laied out Road . . . from Shippensburg to a Branch of Yohiogani," 1755,<sup>2</sup> shows the road coming off the mountain by a route somewhat to the west of Tub Mill Run and crossing the Juniata, not at the eastern bend where Forbes crossed it, but a couple of miles farther west. It



RAYSTOWN PATH, EAST



RAYSTOWN PATH, WEST

is not unlikely that there were several different ways of coming down off the mountain.

Once across the Juniata, the Raystown Path followed a ridge for several miles between the two sides of the loop made by the river here. It left the ridge to follow the north bank, crossed Bloody Run at Everett, and passed through Aliquippa Gap and the gap in Evitts Mountain to John Wray's (Ray's) trading post, on the north bank of the Juniata a trifle west of the mouth of Dunning Creek. From there about half a mile took it to the crossing of the Juniata, and another half mile along the south bank to what was to become Fort Bedford.

There is reason to believe that at Bedford the Indian path forked, one branch—part of the Warriors Path from Wills Creek (Cumberland) to Frankstown—keeping on the north and east side of the Juniata between river and hillside, while the other kept on the west side and crossed the Juniata at Wolfzburg.

The precise route by which the path approached the Allegheny Mountain is not certain. Several different roads are shown on warrantee surveys of the area, and it is difficult to determine which of these followed the original Indian path. Some years ago John Kennedy Lacock and his assistant, William J. Laughner of Greensburg, walked this part of the Forbes Road west from Wolfzburg. Passing the fork where the Glade Road branched off, they came to the Shawnee Branch and followed it for three-quarters of a mile to the site of Shawnee Cabins (half a mile south of Schellsburg). From there the old path ran west to the foot of the steep Allegheny Mountain, ascending it probably a little north of the Shot Factory, which is a little over six miles west of Schellsburg.

From the summit of the Allegheny Mountain, the path no doubt took the course later followed by the Forbes Road through Edmund's Swamp (two and a half miles north of Buckstown), past Breastwork School on Oven Run, to the crossing of Stony Creek below Kantner.

Beyond the crossing, there were alternate paths. The drier one ran along a ridge to a fording of Quemahoning Creek near Kickenapaulin's Old Town, about eleven miles south of Johnstown. The site is now submerged by the Quema-

honing Reservoir. The Forbes Road in 1758 at first took this northern route; but, the descent to Quemahoning Creek being found too steep for artillery and supply wagons, the road was changed to run west from Kantner through Stoystown and thence by a course paralleling but a little north of *U. S. 30*. It was a wet route, crossing many streams, but the grades were better. The two routes (i.e., from Stoystown and from Kickenapaulin's Town) came together on the summit of Laurel Hill. Descending Laurel Hill in a west-northwest direction, the Raystown Path followed convenient ridges to Thomas Crossroads and thence ran west to Loyalhanna (Ligonier).

Out of Ligonier, there appears to have been a choice of several routes. One was down Loyalhanna Creek, to emerge from its picturesque gorge at the Big Bottom, two and a half miles southeast of Latrobe. Major James Grant is thought to have used this path on his unhappy reconnaissance of Fort Duquesne. Another path crossed Loyalhanna Creek and climbed over Chestnut Ridge, coming down again to the creek at Big Bottom and continuing for another four miles to the Parting of the Ways. It was on this route, overlooking the Big Bottom from the north, that Lieutenant Dagworthy on September 8, 1758, erected breastworks as a protection for Major Grant's forces in case they met with disaster (as they did) at Fort Duquesne.

This latter was the route chosen by Lieutenant Colby Chew on his reconnaissance in August of that year. In his journal for Saturday, August 12, 1758, after a night spent in camp at "the Loyalhanna Old Town" (Ligonier), Chew wrote:

. . . we continued on our way along the Old Trading Path, which kept for 10 or 12 Miles, or the most part along the low grounds of the Loyalhanna, tho, it sometimes turned off the River and Crossed some Ridges and the Points of hills. The high Land is well Timbered, the Ridges not high, the Low grounds of the River and in General of all the Creeks very thick and Bushey. . . .<sup>3</sup>

West of Latrobe, the course of the path is traceable only on the assumption (probably correct) that the Forbes Road followed it fairly closely. From the vicinity of St. Vincent's College it ran northwest across Fourmile Run and

past Beatty, then turned north for about two and a half miles to the Parting of the Ways.

. . . The right fork of the trail [writes C. W. W. Elkins] passed on down the Loyalhanna to its junction with the Cone-maugh River (the present Saltsburg) near which were located Keckenepaulin's<sup>4</sup> and Blacklegs Indian Towns. Thence the trail continued down the Kiskiminetas River to Kiskiminetas Old Town (below Vandergrift) where it was joined by the Kiskiminetas branch of the Kittanning Path and continued westward overland to Chartier's Old Town located on the Allegheny at the present site of Tarentum. From here, the trail continued down the Allegheny to Shannopin's and on down the Ohio to Logstown (Ambridge), then through Beaver and on into Ohio as the Muskingum Trail.<sup>5</sup>

The left fork, which Forbes followed, went west to Crabtree Bottoms, crossing Little Crabtree Creek about three-quarters of a mile below Luxor. It passed the site of Hannastown Fort (on a ridge about half a mile south of present Hannastown) near which the Three Redoubts were built to protect Forbes' communications.

About two and a half miles beyond the Three Redoubts, at the head of Brush Creek, the Raystown Path came to another Parting of the Ways. Here General Forbes in 1758 took the northern fork, which enabled him to approach Fort Duquesne by a good ridge route. It was a round-about way, longer than the other by several miles, but it was dry (an important consideration in that very wet season) and less in danger of ambush. There is some evidence that Braddock in 1755 was searching for this same ridge path when a blunder by his guides caused him to change his plans and take the Monongahela route.

From the Parting of the Ways near the Three Redoubts, the northern fork ran almost straight north for a mile and a half and then veered northwest, passing Cock Eye's Cabin (which was about a mile and a half south of present Export) and the site of Washington's Breastworks (three-quarters of a mile south of Newlonsburg). It forded Turtle Creek at Murrysburg, a little over half a mile north of which it crossed Haymaker Run. Bearing west of north, it crossed Thompson Run and veered full west to strike the ridge which, with only a few slight interruptions, car-

ried it on a winding course high above the maze of streams and glens that protect the approaches to Pittsburgh and the Point.

The southern fork ran from the Parting of the Ways past the site of Bushy Run Battlefield and crossed Bushy Run at Harrison City. Thence it proceeded in a west-northwest direction (as the modern road, *L. R. 61232*, does) to the vicinity of Trafford City, where it crossed Turtle Creek and then followed the defiles of Turtle Creek past Pitcairn. At what is now the town of Turtle Creek, it turned north and, following the same course as that now taken by the Old Greensburg Pike past Chalfant and Forest Hills to meet Penn Avenue in Wilkesburg, it turned west along Penn Avenue on the great loop that took it towards the Allegheny at Shannopin's Town, and then, following the river, ran southwest to the Point.

#### *The Three Springs Route*

To avoid the roundabout way from Fort Littleton north to Sideling Hill Gap and then south to Wells Tannery and Rays Hill Gap, early travelers from Harris's Ferry commonly took the New Path to Aughwick (Shirleysburg) or the Black Log Sleeping Place, and made their way thence up Three Springs Creek to the Three Springs. Another eight miles brought them to the gap in Sideling Hill.

That was the route reported to the Governor and Council, March 2, 1754, by John Patten and Andrew Montour:

#### *The computed Distance of the Road by the Indian Traders from Carlisle to Shanoppin's Town*

	From Carlisle. Miles.
From Carlisle to Major Montour's —	10
From Montour's to Jacob Pyatt's —	25
From Pyatt's to George Croghan's at Aucquick Old Town — — — —	15
From Croghan's to the Three Springs	10
From the Three Springs to Sideling Hill — — — — — — — —	7
From Sideling Hill to Contz's Har- bour — — — — — — — —	8
From Contz's Harbour to the top of Ray's Hill — — — — — —	1
From Ray's Hill to the 1 crossing of Juniata — — — — — — —	10
From the 1 crossing of Juniata to Al- laguapy's Gap — — — — —	6

From Allaguapy's Gap to Ray's Town	5
From Ray's Town to the Shawonese Cabbin — — — — — — —	8
From Shawonese Cabbins to the Top of Allegheny Mountain — — —	8
From Allegheny Mountain to Ed- mund's Swamp — — — — —	8
From Edmund's Swamp to Cowama- hony Creek — — — — — —	6
From Cowamahony to Kackanapau- lins — — — — — — — —	5
From Kackanapaulins to Loyal Han- nin — — — — — — — —	18
From Loyal Hannin to Shanoppin's Town — — — — — — — —	50 <sup>6</sup>

#### FOR THE MOTORIST

There is no single modern road that follows the Raystown Path all the way, but *U. S. 30* keeps an eye on it most of the time, providing a good view of the mountain barrier the path had to surmount.

From Harrisburg take *U. S. 11* through Carlisle and Shippensburg, both of which are on the path. Go on to Chambersburg (by now you are off the path), turn right on *U. S. 30* and follow it to Fort Loudon, where you are on the path again. From Fort Loudon go north on *Pa. 75* to Richmond Furnace, and fork left on *L. R. 45 Spur* for Cowan Gap. On crossing the line from Franklin into Fulton County, this road runs into *L. R. 29044* and follows it down the South Branch of Little Aughwick Creek to meet *L. R. 29032* in the outskirts of Burnt Cabins.

For a more adventurous ride over the Blue, Kittatinny, and Tuscarora mountains, take *Pa. 533* from Shippensburg through Orrstown to Upper Strasburg. There take a township road west over the Blue and Kittatinny mountains into Path Valley at Fannettsburg. From Fannettsburg, take Franklin County's *L. R. 28013*, Huntingdon County's *L. R. 31077*, and Fulton County's *L. R. 29032* over the Tuscarora Mountain to meet *U. S. 522* at Burnt Cabins, where the two branches of the Raystown Path come together again.

From Burnt Cabins take *U. S. 522* west to Fort Littleton. There leave 522 and turn southwest on a township road for about 2 miles, when it meets *Pa. 475*. Turn right (west) on 475 and follow it through Hustontown. About

a mile beyond Hustontown, fork left on *L. R. 29025*, *L. R. 29022*, and *L. R. 29023* (running west in succession). Follow the last, *29023*, to its junction with *Pa. 915* on the summit of Sideling Hill. Follow *915* south for about 3 miles; then turn right on *U. S. 30* and follow it to Bedford.

A route closer to that of the original path is from Hustontown by *Pa. 655* to Waterfall, by *Pa. 913* to New Granada, by *L. R. 430* to Wells Tannery, and by *Pa. 915* south through Ray's Gap to meet *U. S. 30* as noted above.

From the junction of *Pa. 915* and *U. S. 30*, go west through Breezewood, Everett, Bedford, Stoystown, and Ligonier, being on or at least

near the old path at each of these places. From Ligonier through Wilkinsburg to Pittsburgh, *30* takes a course paralleling but some distance south of the old path.

For a description of the Forbes Road, see Appendix No. 4.

<sup>1</sup> (New York, 1911), I, 277.

<sup>2</sup> Huntington Library and Art Gallery, L O 530, San Marino, Calif.

<sup>3</sup> "Colby Chew: Report on Road," *The Papers of Henry Bouquet* (Harrisburg, 1951), II, 401.

<sup>4</sup> Not to be confused with Kickenapaulin's Old Town on Quemahoning Creek.

<sup>5</sup> C. W. W. Elkins, "The Indian Trails of Southwestern Pennsylvania," *Pennsylvania Archaeologist*, X, No. 2 (April, 1940), 37.

<sup>6</sup> *Pennsylvania Colonial Records* (Harrisburg, 1851), V, 750.

## 97. Raystown-Chinklacamoose Path

### *From Bedford to Clearfield*

That there was a recognized Indian highway from Raystown (Bedford) through Frankstown to Chinklacamoose (Clearfield) is made clear in a letter from Colonel Henry Bouquet to General Forbes, dated "At the Camp near Reas Town 28th June 1758":

The post of Shingalamuch is not so easy to reconnoiter. It is 30 miles from here to Franks Town, and 70 from there across continuous mountains. The Indians do not seem inclined to make this journey; I shall see if I can persuade them to make it, and give them a couple of our men.<sup>1</sup>

The path from Raystown as far as Frankstown is well enough known. It was part of the Warriors Path from the Great Island (Lock Haven). From Frankstown north, two routes were available: (1) By way of the Little Juniata to present Tyrone and Bald Eagle, and thence by the Warriors Mark Path to join Bald Eagle's Path at Philipsburg and follow it to Chinklacamoose. (2) By way of the Frankstown Path to Water Street and thence north to the Warriors Mark,

where it picked up the Warriors Mark Path and followed it through Bald Eagle and Philipsburg to Clearfield.

### FOR THE MOTORIST

From Bedford take *U. S. 220* through Hollidaysburg (2 miles west of Frankstown), Altoona, and Tyrone to Bald Eagle.

The alternate way is to turn right on *U. S. 22* at Hollidaysburg, follow *22* through Frankstown to Water Street, turn left on *Pa. 350*, and in about ½ mile fork right on *Pa. 45*. Follow *45* across the Little Juniata at Spruce Creek and up Spruce Creek to Seven Stars. There turn left on *L. R. 56* to Warriors Mark and *L. R. 524* across Bald Eagle Mountain to Bald Eagle, where the two routes come together.

From Bald Eagle take *Pa. 350* for Philipsburg. There turn left on *U. S. 322* and follow it to Clearfield.

<sup>1</sup> As translated in *The Papers of Henry Bouquet*, S. K. Stevens, Donald H. Kent, and Autumn L. Leonard, eds. (Harrisburg, 1951), II, 143.

## 98. Red Hole Path

*From the upper Swatara Creek  
to the West Branch of the Schuylkill*

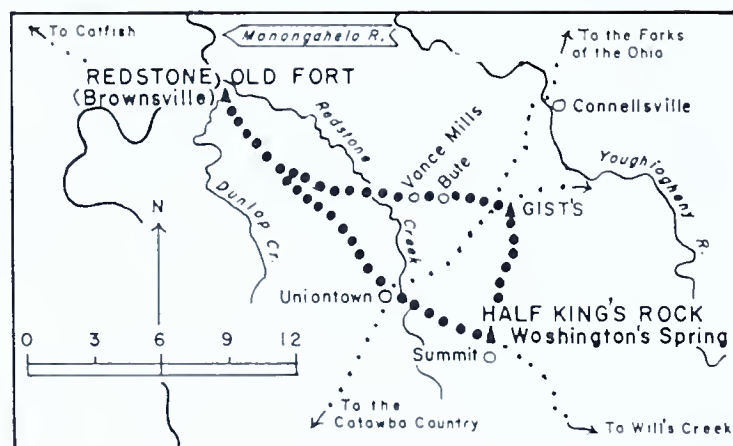
The Red Hole, a valley that is said to have received its name from the tint of red shale or sandstone which there abounds, lies north of Pine Grove, between the Second Mountain and Sharp Mountain. During the French and Indian War it was much used by Indians as a rendezvous, rest camp, and hide-out.

The Red Hole Path, leaving the Tulpehocken Path as it came down off the Broad Mountain, ran up Swatara Creek to the mouth of Black Creek, there crossed the Swatara, and ran up the Black Creek Valley for about seven miles. It then crossed the divide into the valley of Indian Run, and followed the latter to its mouth on the West Branch of the Schuylkill River.

To the west, the Red Hole Path made connections with the Tulpehocken Path; to the east, with a path down the Schuylkill toward Reading. Traces of the path may still be seen on the divide between the heads of Black Creek and Indian Run.

### FOR THE MOTORIST

There is no road through this valley. The mouth of Black Creek may be reached by taking *Pa. 125* north from Pine Grove.



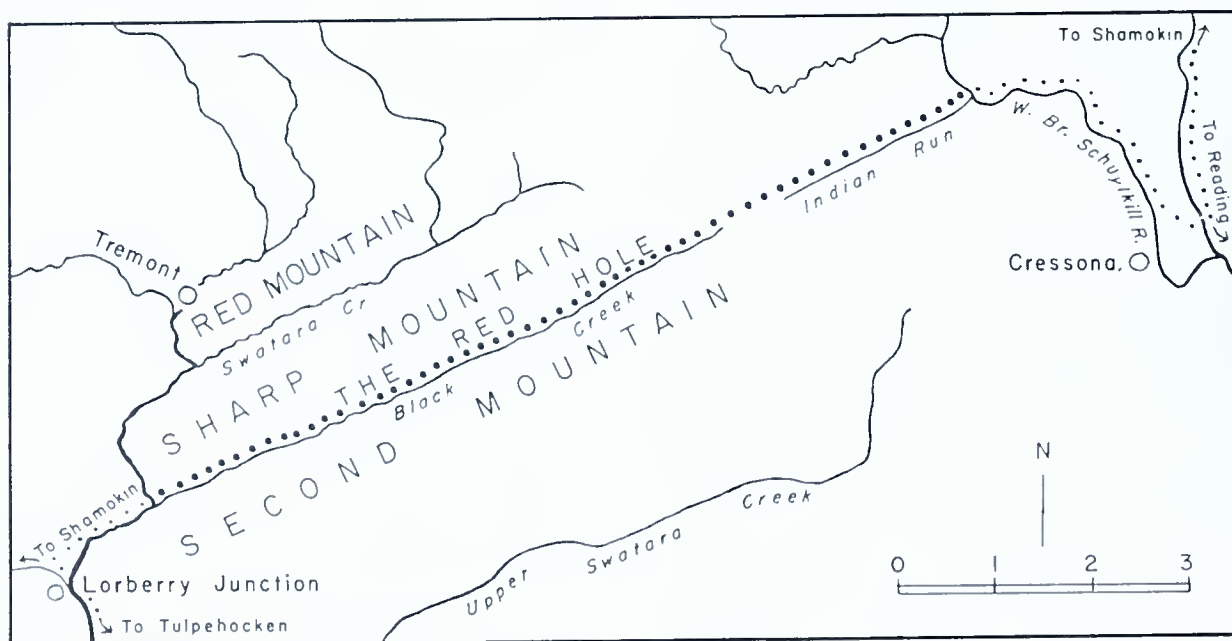
REDSTONE PATH

## 99. Redstone Path

*From Mount Braddock to Brownsville*

The Redstone Path ran from the Half King's Rock (about a mile northeast of Summit, Fayette County, on *L. R. 26115*), by way of Gist's Plantation at Mount Braddock, to the Monongahela River at Redstone Old Fort (Brownsville), situated between the mouths of Redstone and Dunlap creeks. The ruins of Redstone Old Fort, an Indian erection, were nearer Dunlap Creek than Redstone.

This was an alternate route to the more direct one from the Half King's Rock through Uniontown to Brownsville. It had the advantage of somewhat easier grades in the descent from Chestnut Ridge.



RED HOLE PATH

From the Half King's Rock to Gist's, the Redstone Path used the same branch of the Catawba Path that Braddock had used in 1755. From Gist's it ran west past Bute and Vance Mills to join Dunlap's Path (the other branch of Nemacolin's Path) near the Monongahela. See *Nemacolin's Path*.

West of Christopher Gist's, it was widened in 1759 by Colonel James Burd, and was known thereafter as Burd's Road. Fort Burd was erected at the approximate site of Redstone Old Fort,<sup>1</sup> on a hill overlooking the mouth of Dunlap Creek and the ford of the Monongahela River.

#### FOR THE MOTORIST

For the road from the Half King's Rock to Mount Braddock, see *Nemacolin's Path*. From Mount Braddock west, there is no road that follows the Indian way. Make the best way you can to individual points along the route: Bute, Vance Mills, and Brier Hill. From there the National Road will take you to Brownsville.

<sup>1</sup> Lois Mulkearn and Edwin V. Pugh, *A Traveler's Guide to Historic Western Pennsylvania* (Pittsburgh, 1954), 222-23.

## 100. St. Joseph's Path

*From Powell to Ulster*

St. Joseph's Path was one of several "crossing paths" from Towanda Creek to Sugar Creek in Bradford County. It was used by travelers over the Sheshequin Path in order to avoid the wide loop through Towanda. The late Leo Wilt of Towanda was of the opinion that St. Joseph's Path was named in honor of Bishop August Gottlieb Spangenberg, known among the Moravians as "Brother Joseph," who traveled over this path on his way to Onondaga with Conrad Weiser in 1745.

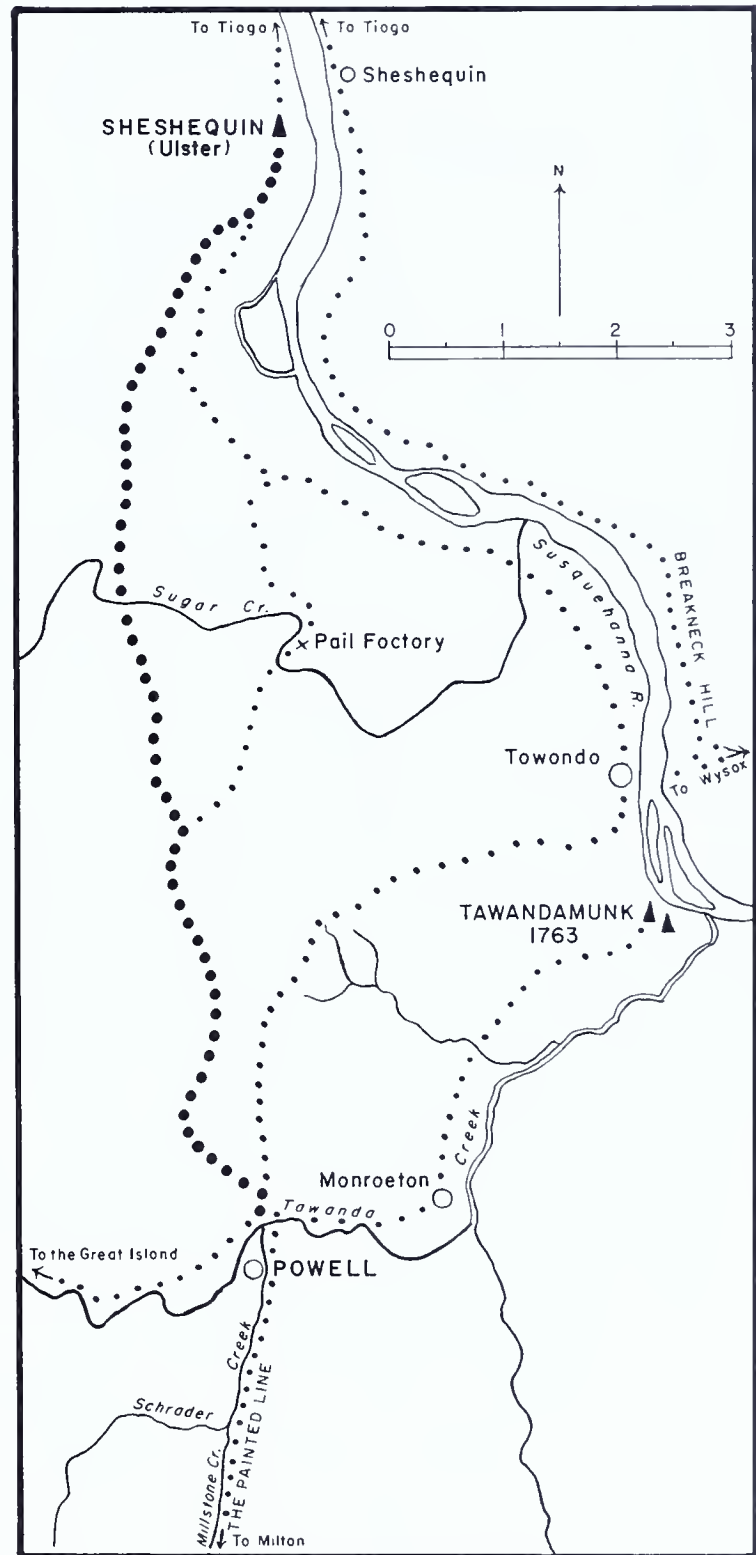
From Powell on Towanda Creek it ran north over the hills past Overshot,<sup>1</sup> crossed Sugar Creek and Hemlock Creek, and came down to the Susquehanna River about a mile south of Sheshequin (Ulster). A variant, according to Leo Wilt, ran by way of what is known locally as the Pail

Factory at a bend of Sugar Creek three and a half miles east of Luthers Mills.

#### FOR THE MOTORIST

No modern road follows this part of the Sheshequin Path.

<sup>1</sup> Sayre Quadrangle, 1927, U. S. Topographic and Geologic Survey, 1:62500.



ST. JOSEPH'S PATH

## 101. Salt Lick Path

*From Ligonier to Hunkers*

The Salt Lick Path ran from Loyalhanna (Ligonier) to Braddock's Camp No. 16 at the Salt Lick, which was about half a mile west of the present Hunkers in Hempfield Township, Westmoreland County.

This Indian highway probably followed the Catawba Path from Loyalhanna southwest to Laurelville (six miles west-northwest of Donegal), there branching off to follow the Glades Path through Mount Pleasant, where it turned north and west on Braddock's Road for about five miles to the Salt Lick. The Salt Lick was situated at what is now No. 10 Mine of the Delmont Fuel Company,<sup>1</sup> four or five miles northwest of Jacob's Hunting Cabin and about a mile and three-quarters southwest of the present New Stanton.

Major George Armstrong wrote to Colonel Henry Bouquet from the "Camp at Drowning Creek 7<sup>th</sup> August 1758": "... Mr Allen sets off tomorrow with 3 soldiers and A pilot [guide] to

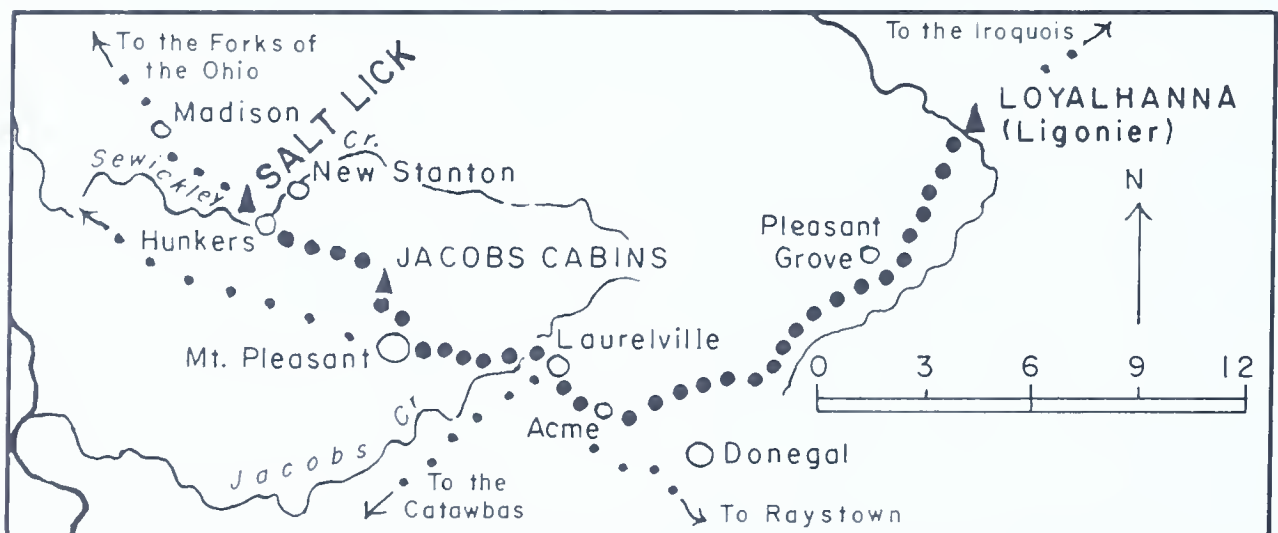
F. D. [Fort Duquesne] and also Mr Reynolds with an equal party to reconitre the Road from Loyalhanon to the Salt Lick upon Gen<sup>l</sup> Bradocks Road. . . ."<sup>2</sup>

### FOR THE MOTORIST

The general route of the path may be followed today by taking *Pa. 711* from Ligonier to Donegal, there picking up *Pa. 31* and following it to Mount Pleasant, and from that point taking minor roads (headed for Hunkers) about 7 miles farther to the site of the Salt Lick Camp. It is on the north side of Sewickley Creek at No. 10 Mine of the Delmont Fuel Company.

<sup>1</sup>For evidence concerning the location of the Salt Lick Camp, see the present writer's "Blunder Camp: A Note on the Braddock Road," *Pennsylvania Magazine of History and Biography*, LXXXVII, No. 1 (January, 1963), 26.

<sup>2</sup>*The Papers of Henry Bouquet*, S. K. Stevens, Donald H. Kent, Autumn L. Leonard, eds. (Harrisburg, 1951), II, 320. "Drowning Creek": at Kickenapaulin's Town on Quemahoning Creek.



SALT LICK PATH

## 102. Sewickley Old Town Path

*From West Newton to New Kensington*

The Sewickley Old Town Path, sometimes known as the "Puckety Creek Path" and also as Byerly's Path, ran between two Indian towns, both of which derived their names from the *The-we-gi-la* (Sewickley) division of the Shawnees. The one Sewickley town was on the Youghiogheny River near West Newton; the other, on the Allegheny River at New Kensington. Each is better known from the records as *Sewickley Old Town*, since the Indian occupants left early in the eighteenth century.

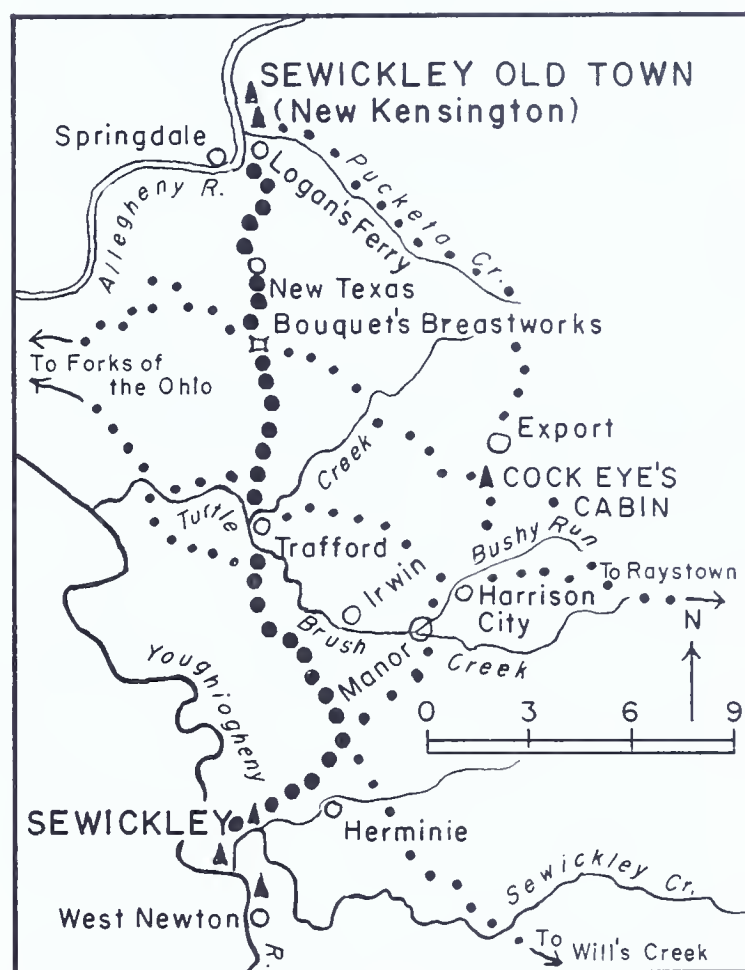
The site of the more southerly Sewickley was somewhere about the mouth of Sewickley Creek near West Newton and up the creek on Old Town Bottom between Blackburn and Cowansburg at the mouth of Little Sewickley Creek.

According to a continuance docket of 1803, the Hempfield-North Huntingdon township line coincided with the "Sewickley Old Town Path." The full course of the path has not been traced in detail, but the route here described is consonant with evidence from road dockets and warrantee surveys showing "the old way to Youghiey Creek" (e.g., D 70-184), and from the researches of the late William J. Laughner of Greensburg.

From the mouth of Sewickley Creek, the path ran up the creek valley through Old Town Bottom (between Blackburn and Cowansburg), and thence northwest by a ridge path ("the old way") to meet Braddock's Road about two miles northwest of Herminie. It turned left on Braddock's Road and followed it for about four miles, leaving it at the point where Braddock changed his course and turned into the Monongahela Valley. The Sewickley Path (presumably the one Braddock had been searching for)<sup>1</sup> continued north, crossed Turtle Creek in the vicinity of Trafford, climbed the hill north of that town, and followed the Haymaker Road (traditionally known as an Indian path) to its junction with the Logan's Ferry Road. Continuing north on the latter from the vicinity of Bouquet's Breastworks, it passed through the present New

Texas to Logan's Ferry on the Allegheny River and Sewickley Old Town at the site of Parnassus and New Kensington.

According to William J. Laughner, the Sewickley Old Town Path merely *crossed* the Braddock Road near Herminie and took a route



SEWICKLEY OLD TOWN PATH

now closely followed by Hempfield Township's boundaries with Sewickley and North Huntingdon townships. At Manor it crossed Brush Creek and almost immediately Bushy Run just above its mouth, and ran up the west side of Bushy Run to Harrison City. From the circumstance that Andrew Byerly had a grant of 300 acres at Harrison City and made frequent use of this part of the Sewickley Old Town Path, it was sometimes known as Byerly's Path. From Harrison City the path, after crossing Bushy Run again, ran almost due north along the ridges to Cock Eye's Cabin.

At Cock Eye's Cabin there appears to have been a fork. With a left turn, the traveler to Sewickley found himself on the Forbes Road, which he followed to the crossroads where Bouquet built his breastworks in 1758. There the traveler left the Forbes Road and turned north on the branch of the path (described above) which came to be known as the Logan's Ferry Road.

William J. Laughner, on the other hand, was of the opinion that the Sewickley Old Town Path took the right fork at Cock Eye's Cabin, running north for a mile and a quarter to Export, and thence continuing north over a winding course to Pucketa Creek and following the creek to Sewickley Old Town at its mouth.

#### FOR THE MOTORIST

No good modern road traces this path closely except for the last stretch down Pucketa Creek. But the motorist will not be very far off the path if he follows these directions:

From the mouth of Sewickley Creek (which can be reached from West Newton on *L. R. 64258*), take *L. R. 64104* north to Herminie. There turn left on *L. R. 64103* up the valley of a small run and continue past Braddock's Road on *64103* and *L. R. 120 Spur* to Manor. From Manor take *Pa. 993* to Harrison City. A side trip is worth taking from here to the Bushy Run Battlefield, about one and a quarter miles east on *993*.

From Harrison City a county road runs north to Export. There take *L. R. 64036* north for about  $\frac{3}{4}$  mile. Turn right on *L. R. 64027* and follow it for about 2 miles. A left turn on *L. R. 64184* will take you in a little over 3 miles to *Pa. 286*. Go right on *286* for a few hundred yards to Wiester, and there take the country road running north and west to meet *Pa. 366* on Pucketa Creek. Follow *366* down the creek to New Kensington.

<sup>1</sup>See Wallace, "Blunder Camp: A Note on the Braddock Road," *Pennsylvania Magazine of History and Biography*, LXXXVII, No. 1 (January, 1963), 27-30.

## 103. Sheshequin Path

*From Williamsport to Ulster*

The Sheshequin Path ran from the West Branch of the Susquehanna at the mouth either of Lycoming Creek or of Loyalsock Creek to the North Branch at Sheshequin (Ulster). It provided a short route with easy grades between Indian settlements in the vicinity of Tioga (Athens) and those at or near the Great Island (Lock Haven) and Shamokin (Sunbury).

The main course of the path—up Lycoming Creek and down Towanda Creek—was constant, but there were several variants at the ends and over the height of land between the two streams. From French Margaret's Town at Newberry, a suburb of Williamsport, the Sheshequin Path ran up the valley of Lycoming Creek, crossing it a number of times, past Hepburnville, Cogan Valley, Trout Run, Fields Station, Bodines, Marsh Hill, Ralston, and Roaring Branch, to what was formerly known as the Beaver Dam at Grover. Beyond Grover, one branch ran down

Towanda Creek to Canton and East Canton, while a short cut went west almost straight across the hills by way of Beech Flats to rejoin the other branch at East Canton.

At the far end of the path, one branch led directly through Leroy, West Franklin, Powell, and Monroeton to Towanda at the creek's mouth; while others ran north to Sugar Creek and thence either downstream to Oscalui at its mouth or across it to Sheshequin and so on to Tioga. There were several of these "crossing paths." One ran from Leroy to the vicinity of West Burlington; another, north from Powell.<sup>1</sup>

In "Indian Paths or Trails in Bradford County," the late Leo Wilt has some observations on the crossing paths:

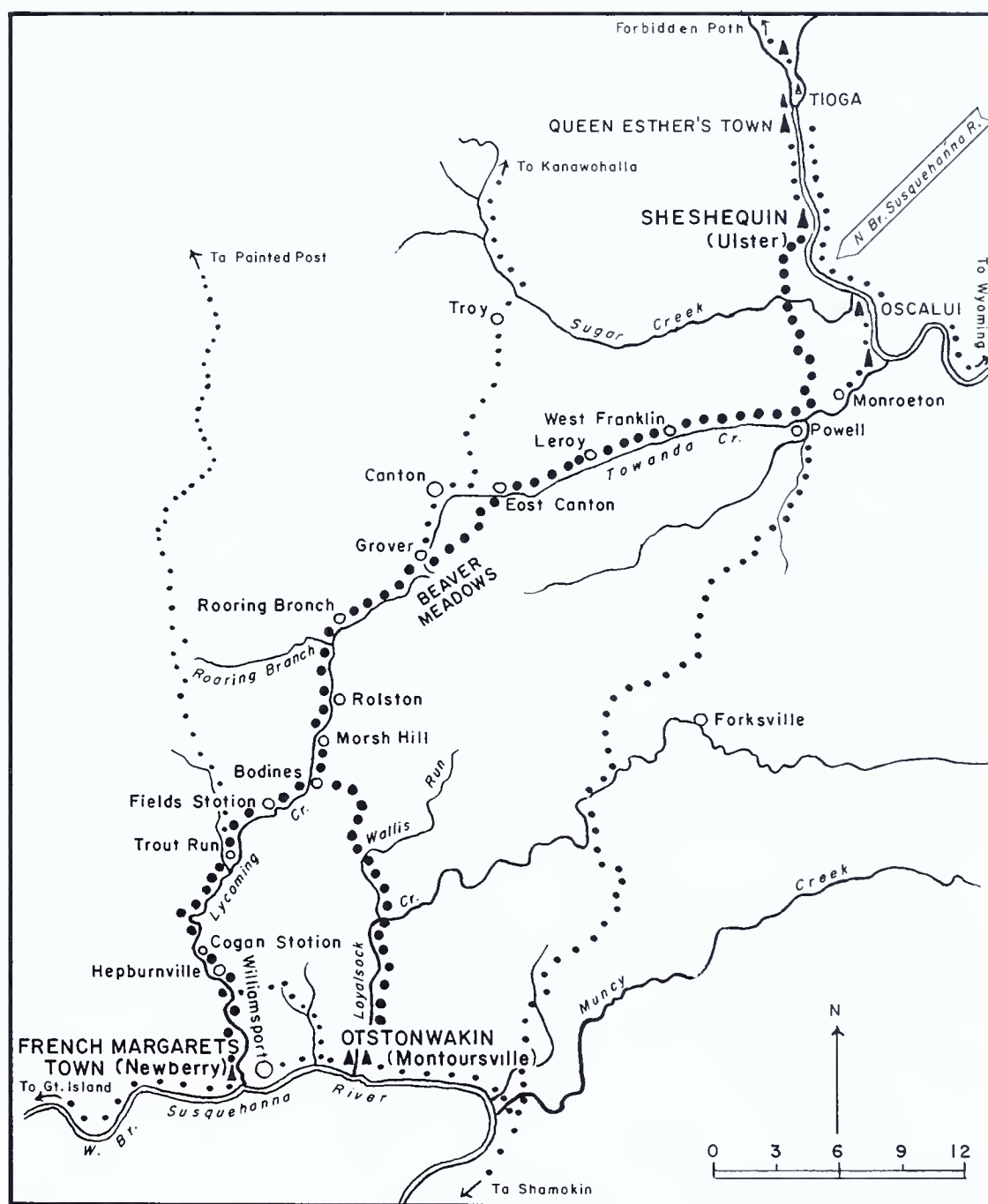
. . . There was another crossing down the Towanda creek, at or near a point now Powell, thence to Sugar Creek at a point commonly known as the "Pail Fac-

tory." We find also the Indians evidently found that by passing over a slight elevation they could leave Sugar Creek near the "Pail Factory" and strike the source of Hemlock Run and intersect with the main path at the river. This by some early writers is called "St. Joseph's Path." From the vicinity of Luther's Mills another short-cut path led from the main path down Sugar Creek, over the hill to the Indian village of Sheshequenock on the west branch of the river (now Ulster).<sup>2</sup>

Travelers entering the Sheshequin Path from Shamokin could leave the Great Shamokin Path, about a mile west of the Loyalsock, go northwest to Millers Run, follow it for another mile,<sup>3</sup>

then go up a western affluent to near its head, and come down from the hills to Lycoming Creek at the mouth either of Log Run or Mill Creek.<sup>4</sup>

When Conrad Weiser and Shickellamy came this way in March, 1737, they found the creeks in flood and the snow two—sometimes three—feet deep, so that they were forced to take another route. From Madame Montour's they went up the Loyalsock to Wallis Run and made their way with difficulty through its narrow gorge. ". . . the Indians took the lead," wrote Weiser, "and clambered with hands and feet along the side of the mountain; we followed after. I had



SHESHEQUIN PATH

a small hatchet in my hand, with which I broke the ice to give us a foothold."<sup>5</sup> Leaving Wallis Run, they followed Murray Run for a little distance. It is commonly supposed that they proceeded up the West Branch of Murray Run past Calvert, and came down to the Lycoming at Fields Station. The late F. E. Lichtenthaeler, on the other hand, after examining the terrain, expressed the opinion that they kept east of the East Branch of Murray Run, traveled almost due north to Slacks Run, and turned west down the run to its mouth on Lycoming Creek near Bodines.

John Bartram and Lewis Evans accompanied Weiser over the Sheshequin Path on their way to Onondaga (Syracuse) in 1743. A party of Moravians—August Gottlieb Spangenberg, David Zeisberger, and John Joseph Bull (Shebosch)—accompanied him in 1745.

. . . This same path or trail was also followed by Colonel Hartley with two hundred soldiers in 1778 [wrote J. Andrew Wilt] when he destroyed Queen Esther's town at or near Milan on the west bank of the river, and returned by way of the trail along the Susquehanna and by boats, he being overtaken by the Indians, below Wyalusing, where he fought the battle on what is known as "Indian Hill" in Tuscarora township between Laceyville and Wyalusing.

Colonel Hartley, with his little army of 200 men, demonstrated the practicabil-

ity and feasibility of transporting and marching soldiers over these Indian paths or trails, which led to the General Sullivan expedition into the Indian country in the following year.<sup>6</sup>

See also *Lycoming Path*.

#### FOR THE MOTORIST

From Williamsport take *U. S. 15* to Trout Run, and from there *U. S. 14* to Canton. At Canton take *Pa. 414* and follow it to its junction with *U. S. 220* at Monroeton. Follow 220 to Towanda, Ulster (Sheshequin), and Athens (Tioga).

Conrad Weiser's picturesque route, by-passing Williamsport, may also be followed fairly closely. From Montoursville take *Pa. 87* north to Loyalsockville. There cross the Loyalsock Creek and turn north immediately on *L. R. 41050*. Follow it to Calvert. From there take *L. R. 467* to Fields Station.

<sup>1</sup> One of these is described under *St. Joseph's Path*. See also "Baird's Book of Maps" (MS.) in the Tioga Point Museum, Athens, Pa.

<sup>2</sup> Bradford County Historical Society, *Annual*, I (1906), 26-27.

<sup>3</sup> See Warrantee Survey B-514.

<sup>4</sup> *Now and Then*, V (1936), 90 ff.

<sup>5</sup> Paul A. W. Wallace, *Conrad Weiser, Friend of Colonist and Mohawk* (Philadelphia, 1945), 80. For Conrad Weiser's further adventures on the Sheshequin Path, see pp. 80-84, 156-57, 220.

<sup>6</sup> "Indian Paths or Trails in Bradford County," Bradford County Historical Society, *Annual*, I (1906), 27.

## 104. Sinnemahoning Path

*From Lock Haven to Port Allegany*

The Sinnemahoning Path ran from the Great Island (Lock Haven) up the West Branch of the Susquehanna River and Sinnemahoning Creek to Emporium. Thence it ran over the Allegheny Portage (*q.v.*), crossing at Keating Summit the height of land between the Susquehanna and Ohio river drainages, to Canoe Place (Port Allegany) on the Allegheny River.

No other path provided such easy grades across Pennsylvania's mountains. For that reason it has been suggested that the first Indians who moved into Pennsylvania from the west, thousands of years ago, may have come through this gateway. The Sinnemahoning Path was used by early settlers in McKean, Potter, and Clinton counties, and by others migrating west.

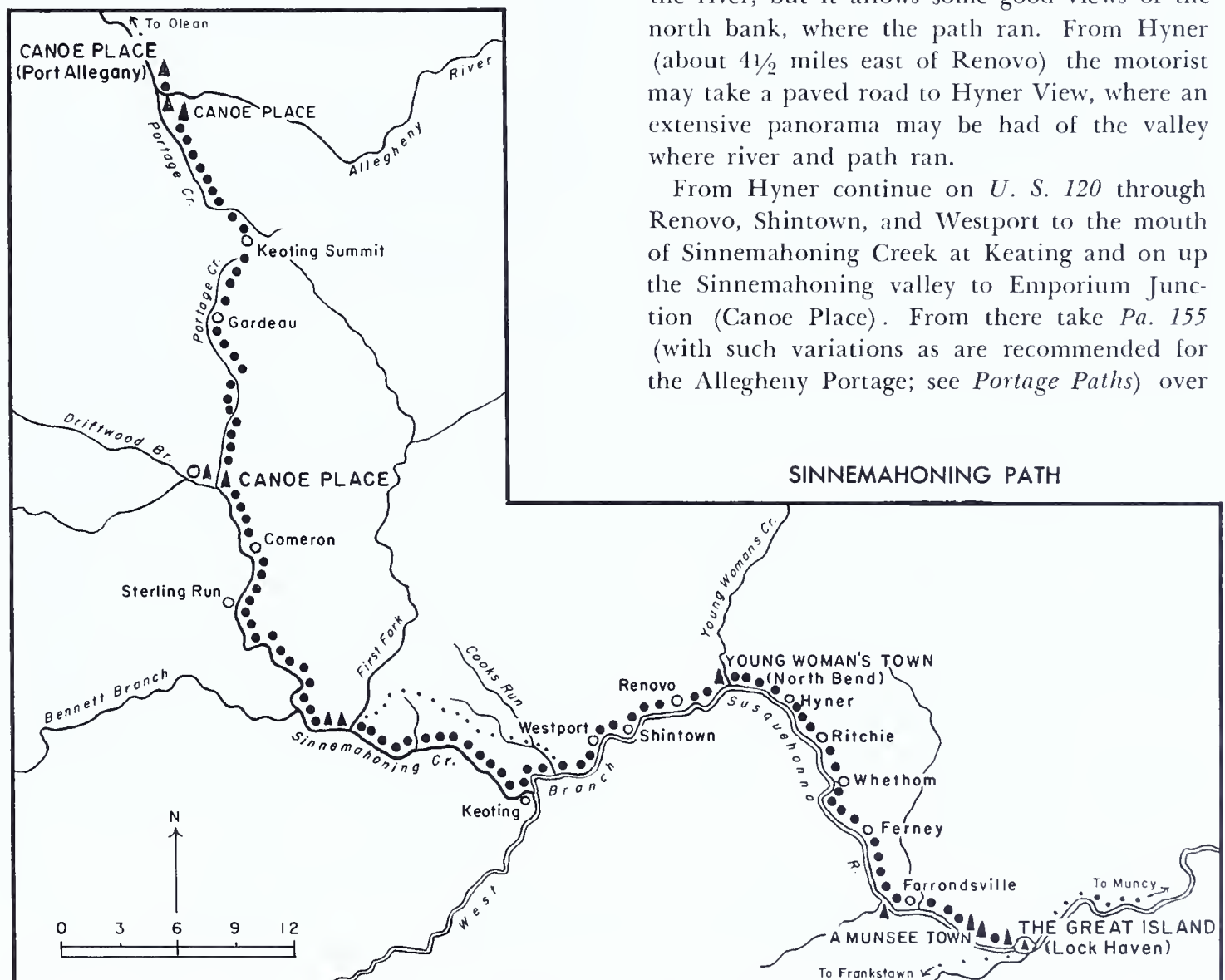
There has been some question whether the path forded the West Branch and, if it did, where and how often. Perhaps the crossings depended on the season and the height of the water. The late Dr. T. B. Stewart of Ambler (formerly of Lock Haven) was of opinion that the path crossed the river several times east of Hyner. George P. Donehoo,<sup>1</sup> on the other hand, thought the path kept to the north side of the river: in other words, that it ran through Farrandville, Ferney, Whetham, Ritchie, Hyner, North Bend, Renovo, Shintown and Westport.

According to J. F. Meginness,<sup>2</sup> there was a short cut over the mountains from the mouth of Cooks Run (three miles east of the mouth of the Sinnemahoning) to the First Fork.

### FOR THE MOTORIST

From Lock Haven take *U. S. 120* to Hyner. To that point the road follows the south side of the river, but it allows some good views of the north bank, where the path ran. From Hyner (about 4½ miles east of Renovo) the motorist may take a paved road to Hyner View, where an extensive panorama may be had of the valley where river and path ran.

From Hyner continue on *U. S. 120* through Renovo, Shintown, and Westport to the mouth of Sinnemahoning Creek at Keating and on up the Sinnemahoning valley to Emporium Junction (Canoe Place). From there take *Pa. 155* (with such variations as are recommended for the Allegheny Portage; see *Portage Paths*) over



Keating Summit to Port Allegany and towns on the Allegheny River.

<sup>1</sup> *Indian Villages and Place Names in Pennsylvania* (Harrisburg, 1928), 206.

<sup>2</sup> *Otzinachson* (Williamsport, 1889), 662.

## 105. Standing Stone Path

*From Huntingdon to Milesburg*

The Standing Stone Path ran north from Standing Stone (Huntingdon) on the Juniata River, through State College, to Bald Eagle's Nest (Milesburg), where it joined the Bald Eagle Creek Path on its way to the Great Island (Lock Haven).

Little record has been made of its use. The best evidence for its existence comes from two sources: William Scull's map of Pennsylvania, 1770 (English edition); and a warrantec survey, A 19-26, in the Bureau of Land Records, Harrisburg.

Scull's map shows a path running northeast from Huntingdon, up the valley of Standing Stone Creek, veering north-northeast by a ridge route to cross the headwaters of Shaver Creek, probably in the vicinity of Monroe Furnace. The

path is shown climbing over Tussey Mountain to the site of Pine Grove Mills, and thence running north-northeast by way of present Bloomsdorf, Struble, and State College. Keeping west of Spring Creek, it is shown crossing Buffalo Run near its junction with Spring Creek, there joining the Bald Eagle Creek Path, which comes north from Frankstown, and following it to its destination at the Great Island.

Warrantec Survey A 19-26 (1770) shows the path as running a little east of south across Michael Greiter's tract of 310 acres (in Patton Township, Centre County), which is described in these words: "Tract of Land called Blooming Garden situate in the Long Limestone Valley on the path leading from the Bald Eagle's Nest to Standing Stone &c about Eight Miles from said Nest on both sides of Trout Run adjoining." Trout Run was an early name for Buffalo Run. According to this survey, the path, or one branch of it, crossed Buffalo Run six or seven miles higher up than is shown on Scull's map.

### FOR THE MOTORIST

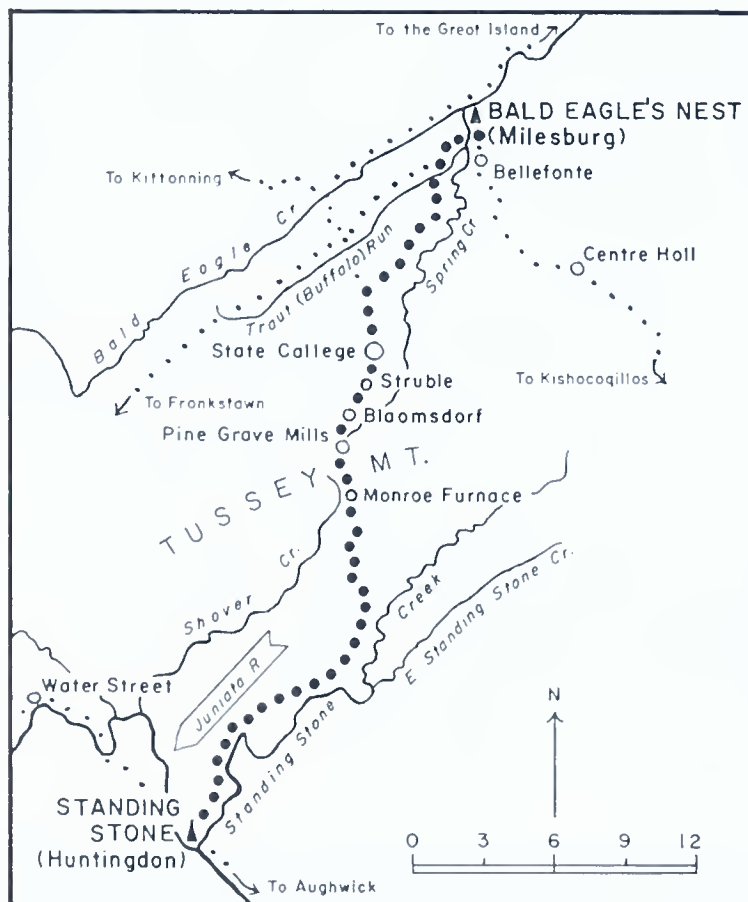
*Pa. 26* follows the general route of this path from Huntingdon to Milesburg. It is somewhat longer than the Indian path, however, making a detour in Huntingdon County by way of McAlevys Fort, and another in Centre County, keeping east of Spring Creek and passing through Bellefonte.

## 106. Standing Stone-Fort Littleton Path

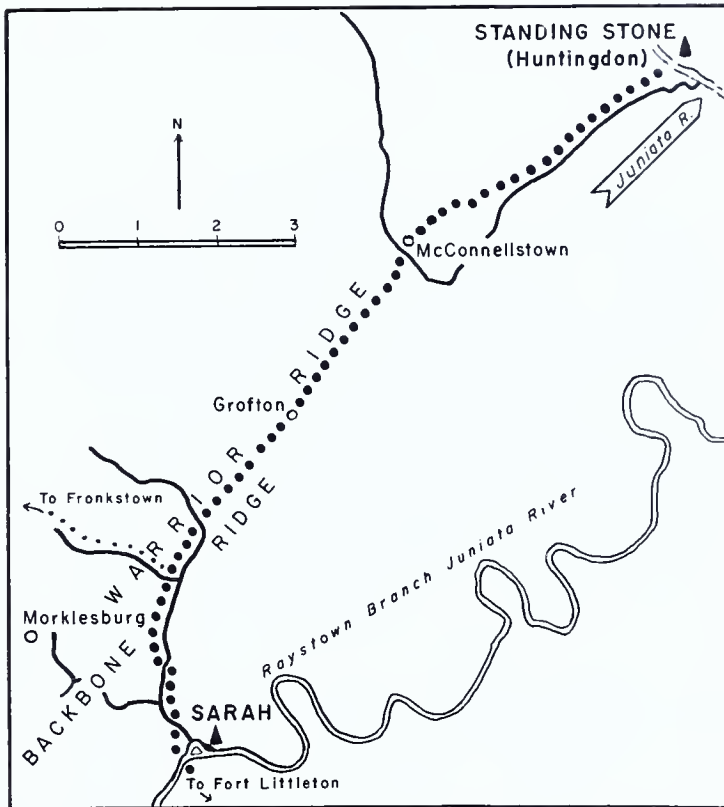
*From Huntingdon to Fort Littleton*

Fording the Juniata River at Standing Stone (Huntingdon), the path to Fort Littleton ran south up the valley of Crooked Creek, crossed the divide, and met the Frankstown-Burnt Cabins Path about two miles northeast of Marklesburg. From that point it followed the Frankstown-Burnt Cabins Path (*q.v.*), crossing the Raystown Branch of the Juniata at Sarah, and so proceeding to Fort Littleton.

The path is shown on William Scull's map of Pennsylvania, 1770, in both the English and the French editions.



STANDING STONE PATH



STANDING STONE-FT. LITTLETON PATH

## 107. Sullivan's Road

*From Easton to Elmira, N. Y.*

General John Sullivan in 1779 turned an Indian path into a military road for the invasion of the Iroquois country. Sullivan's Road ran from Easton (Lechawekink) at the Forks of the Delaware, by way of the Wind Gap and Bartonsville, to Wyoming (Wilkes-Barre), Tioga (Athens, Pa.), and the Chemung Valley in New York.

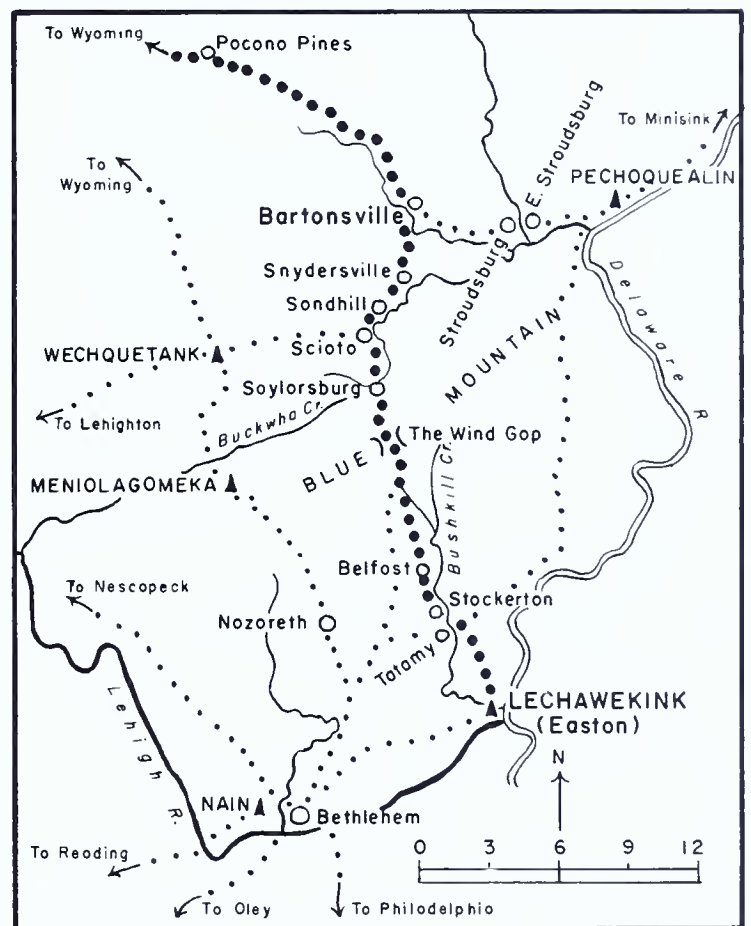
From Easton the path ascended Chestnut Hill to Stockertown and Belfast, thence running through the Wind Gap to Saylorsburg. To this point it is closely followed by *Pa. 115*. From

Saylorsburg it ran north through Sciota and Snydersville to Bartonsville. There it picked up the Pechoquealin Path (*q.v.*) and followed it to Wyoming.

From Wyoming, the Sullivan Road followed the Great Warriors Path to Tioga, took the Forbidden Path up the Chemung Valley, and entered the Seneca country by the back door at Kanawohalla (Elmira).

### FOR THE MOTORIST

From Easton take *Pa. 115*  $\frac{3}{4}$  mile past Saylorsburg, *Appl. 2734* and *Bus. 209* to Snydersville, *L. R. 45033* to Bartonsville, and *U. S. Alt. 611* to Tannersville. From that point, follow directions under the *Pechoquealin Path*.



SULLIVAN'S ROAD

## 108. Susquehanna Path

*From Harrisburg to Sunbury*

Evidence that there was a path to Shamokin (Sunbury) running up both the east and the west shore of the Susquehanna from Paxtang (Harrisburg) and Lemoyne, is found in a map of 1756 attributed to Captain Joseph Shippen.<sup>1</sup> It purports to show the several routes (by water and by land) taken by men of Colonel William Clapham's regiment when in July of that year they went north in bateaux and over Indian paths to build Fort Augusta at the Forks of the Susquehanna.

The Shippen map does not show a path running up the west shore from the mouth of the Conodoguinet near Lemoyne to the Juniata mouth at Duncannon. But there must have been such a path. The difficulties of terrain do not appear to have been formidable, and the need of communications that way is sufficiently evident. In historic times there were Indian settlements at both places. It may be supposed that they had quicker and easier communications one with the other than by fording the three-quarters-of-a-mile-wide Susquehanna twice, or by taking the steep and roundabout way through Croghan's (Sterretts) Gap.

From the Juniata north, the evidence of the Shippen map is explicit. The west-shore path is shown as starting opposite Haldeman Island, at the west end of a long ford reached by a riverbank path from Harrisburg. The ford apparently touched the northern tip of Haldeman Island and reached the west shore about a mile and a half northeast of the Juniata River and a mile and a quarter southwest of New Buffalo. From there for a few miles the path ran almost straight north, keeping well back from the river, which here bends far to the east; and, passing through a gap in Half Falls Mountain, turned east to meet the river a little south of the gap in Berry Mountain.

Passing through the gap, the path continued along the river bank through Mt. Patrick and Liverpool. It forded Mahantango Creek (the

one west of the Susquehanna) about half a mile from its mouth and got back to the river again at McKees Half Falls. Still following the bank, it went through Chapman and Port Trevorton, crossed Middle Creek, came through Selinsgrove, forded Penns Creek a little east of the present bridge on *U. S. 11* and *15*, and about four miles beyond the bridge forded the Susquehanna to the Indian town of Shamokin.

Charles Fisher Snyder<sup>2</sup> notes that a variant of the path left the river bank at the old Herrold School below Port Trevorton, passed through Verdilla, and turned west to follow the ridge to the crossing of Middle Creek. "Reliable tradition," he writes, "tells of the cannon for the armament of the fort being dragged on wooden sledges up the hill at the Herrold School location."<sup>3</sup>

For a map of the path, see the *Paxtang Path* map. The route of the Susquehanna Path is there traced along the west shore.

### FOR THE MOTORIST

From Harrisburg, go north on *U. S. 22* to the Clarks Ferry Bridge. Cross it, and continue on *22* for about  $1\frac{1}{2}$  miles to the fork at Amity Hall. Fork right on *U. S. 11* and *15*. From Lemoyne, *11* and *15* will take you right through.

If you wish to see the gap in Half Falls Mountain, turn northwest from New Buffalo on *L. R. 50015* and continue on township roads through the gap and then turn west to reach the river again at Montgomery Ferry. From there follow *U. S. 11* and *15* through Liverpool, McKees Half Falls, Port Trevorton, and Selinsgrove. At the traffic circle about 5 miles beyond Selinsgrove, bear right on *11* across the Susquehanna Bridge, and turn left into Sunbury.

<sup>1</sup> Map 105, Division of Public Records, PHMC.

<sup>2</sup> "The Great Shamokin Path and Other Indian Trails Which Radiated from the Forks of Susquehanna," Northumberland County Historical Society, *Proceedings*, XIV (1944), 43-44.

<sup>3</sup> *Ibid.*, 44.

## 109. Three Springs Path

*From Shirleysburg to Bedford*

The Three Springs Path was a short and convenient link between the Frankstown Path and the Raystown Path. It ran south from Aughwick (Shirleysburg) through Orbisonia and up the valley of Three Springs Creek to the present town of Three Springs. Thence it ran southwest to Sideling Hill Creek, meeting the Raystown Path at Waterfall, near the entrance to Sideling Hill Gap. From that point it followed the Raystown Path to Bedford.

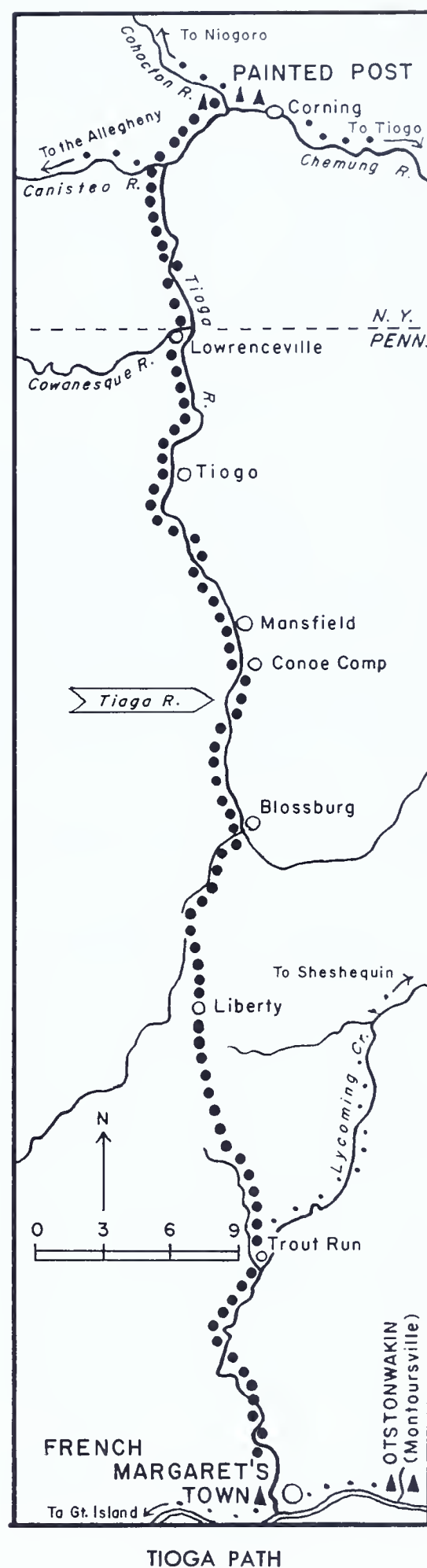
## 110. Tioga Path

*From Trout Run to Painted Post*

Leaving the Lycoming Valley and the Sheshequin Path at Trout Run (north of Williamsport), the Tioga Path ran north over the mountains and down the Tioga River to Painted Post, an important junction point of Indian paths and canoe routes.

From Trout Run the path ran for two miles and more up the valley of Trout Run, which it crossed several times. At the mouth of the Steam Valley Branch, where the modern road, *U. S. 15*, forks left up the Branch, the Tioga Path (and the Williamson Road that followed it) continued north up the valley of Trout Run, past the mouth of Sixmile Hollow. It climbed Laurel Mountain and Laurel Hill, ran past the old Mountain School and Independent School, crossed Jew Hill, and came down to the present Liberty on Blockhouse Creek. From Liberty, it followed *U. S. 15* fairly closely through Sebring and for several miles beyond. Approaching Blossburg, however, through the valley of Bloss Creek, it hugged the South Mountain, and reached the Tioga River at the Canoe Place (Blossburg).

From Blossburg the Tioga Path followed the Tioga River, passing through Covington, Mansfield, Tioga, and Lawrenceville, Pa., to Painted Post, N. Y.





At Chippewa (about a mile and a quarter north of U. S. 220 and Pa. 14) it passed the site of John Adlum's house, still standing, and a little farther on crossed Wolf Creek about where the modern road, L. R. 41061, does. Running north another mile and a half from the crossing to Oak Run School, it left the modern road and climbed Long Hill, keeping its course along the summit of the ridge to Huntersville.

From Huntersville it bore slightly east of north to ascend Allegheny Ridge, and turned northeast along the summit to a point above Highland Lake. It ran past Camp Genesee, turned north, and ran down the mountain into the valley of Ogdonia Creek, followed that stream to its mouth, and ran up the east bank of Loyalsock Creek to the ford at Hillsgrove.<sup>4</sup>

From Hillsgrove the Towanda Path bore northeast up the valley of Loyalsock Creek, turned north up Elk Creek valley to Lincoln Falls, and from there ran northeast over the hills (keeping on the ridge between Eldredsville and Bedford Corners) to Bethel and Hugos Corners. From Hugos Corners the path ascended Cahill Mountain and came down Chilson Run into Northrup Hollow and the valley of Millstone Creek—the Painted Line (*q.v.*).

From the mouth of Millstone Creek at Powell, the path followed Towanda Creek to its mouth at Towanda ("Towandemunk," as Frau Roth, a Moravian, wrote it).<sup>5</sup> "At *Towandemung* (Towanda) signifying 'where there is burying,' was a Nanticoke cemetery—that is a repository of skeletons."<sup>6</sup>

Built on this path was the Genesee Road (opened about 1799),<sup>7</sup> so named because it was one of the main routes used by "emigrants from Southern Pennsylvania, Maryland and Virginia to the rich valley of the Genesee River."<sup>8</sup> The late Dr. T. Kenneth Wood of Williamsport has noted that at Liberty Hall (north of the present Hugos Corners and at the foot of Cahill Mountain) "it is said that as many as 28 Conestoga wagons spent the night enroute to the lush Genesee Valley of Western New York."<sup>9</sup>

The Towanda Path was about nine miles shorter than the modern "through road" (U. S. 220) between Muncy and Towanda. Until recently it was in large part kept open. Mr. Elmer Burkhart of Huntersville informed the present writer, November 1, 1949, that in his younger

days he drove a thresher over the Genesee Road all the way from Huntersville to Ogdonia and Hillsgrove. The grades, he said, were excellent.

#### FOR THE MOTORIST

From Muncy take Pa. 14 north for about a mile, then turn right on L. R. 41061 and follow it to Huntersville. For some miles from that point it is impossible to follow the Towanda Path by modern roads; but if the motorist bears right at Huntersville on the so-called "Genesee Trail" (which is not the original Genesee Road) for Highland Lake, he will traverse the slope of the Allegheny Ridge only about 1/2 mile south of the original path.

Near Highland Lake the Towanda Path and the "Genesee Trail" come together. Follow them down the mountain to Ogdonia Creek and bear left on L. R. 56004 to Ogdonia. There turn right on Pa. 87 and follow it up the Loyalsock Creek through Hillsgrove to the mouth of Elk Creek. Turn left on L. R. 291 and follow it to Lincoln Falls. At this point it is necessary to leave the path, but its course can be approximated by taking the country road northeast to Eldredsville and beyond it by way of L. R. 56017 to Hugos Corners. At the Corners inquire for the old road over Cahill Mountain (if it is passable) and down Millstone Creek to Weston and Powell.

An alternate route from Hugos Corners is by L. R. 08008 to New Albany and from there by U. S. 220 north to Towanda. This route misses the most picturesque part of the path, over Cahill Mountain and down Millstone Creek, but it is safer.

<sup>1</sup> This is the location suggested to the writer by Dr. T. Kenneth Wood of Williamsport.

<sup>2</sup> Warrantee Survey D 62-19.

<sup>3</sup> Paul A. W. Wallace, *Conrad Weiser, Friend of Colonist and Mohawk* (Philadelphia, 1945), 80.

<sup>4</sup> In 1793 Baron Charles Felix Boulogne (land agent for the Asylum Company preparing a refuge for Queen Marie Antoinette), while attempting this ford after dark, was drowned in the adjoining whirlpool. See *Now and Then*, IV (1929-1932), 255.

<sup>5</sup> Frau Roth to Br. Nathanael, September 30, 1771, Moravian Archives, Bethlehem.

<sup>6</sup> Moravian Historical Society, *Transactions*, I (1872), 194.

<sup>7</sup> T. Kenneth Wood, "On the Genesee Road," *Now and Then*, V (1934-1935), 120.

<sup>8</sup> "First Roads Connecting the West and North Branches," by C. D. E., *Now and Then*, II (1888-1890), 163.

<sup>9</sup> *Now and Then*, X, No. 5 (July, 1952), 151.

## 113. Tulpehocken Path

*From Sunbury to Womelsdorf*

The Tulpehocken Path in historic times ran from Shamokin (Sunbury) at the Forks of the Susquehanna to Weiser's (Womelsdorf) on Tulpehocken Creek. It was used by Iroquois embassies coming from Onondaga (Syracuse) and other parts of the Six Nations country by way of Shamokin to the Tulpehocken region and Philadelphia. Travelers going north from Tulpehocken called this the Shamokin Path.

Leaving Shamokin, the Tulpehocken Path crossed Shamokin Creek, ascended the steep slope of Shamokin Hill, and ran south for about six miles over the highlands, preserving a distance of about two miles from the Susquehanna River. Then, veering southwest into the valley of Boile Run, it skirted the shoulder of Mahanoy Mountain.

There has been some question whether the path, in turning towards the river to avoid Mahanoy Mountain, used the valley of Boile Run or some other valley. Some think it ran down Hallowing Run, a couple of miles north of the former stream. There may have been alternate routes, but certainly the evidence of warrantee surveys in the Bureau of Land Records at Harrisburg supports the Boile Run route: C 206-207 shows a tract surveyed in 1789 to Jacob Seltzer "situate on Boyls Run and the old Shamoken Path"; C 157-159 shows a tract surveyed in 1774 to Thomas Palmer "Situate on the Waters of the first Brook or run that empties into Susquehanna River on the North-erly side of Mahonoy mountain, and on the path leading from . . . . . [obliterated] to Sunbury." Boile Run is the first brook north of Mahanoy Mountain.

Rounding the shoulder of Mahanoy Mountain by a shelf between cliff and water, the path forded Mahanoy Creek, ascended the narrow ridge that parallels the creek for several miles, and descended to the valley of Mouse Creek, which it followed to the vicinity of Urban. Thence it ran east, skirting the slope of Hooflander Mountain (as the modern road does), turned sharply south at the east end of Fisher Ridge, and crossed Mahantango Creek to what is

now Klingerstown. Passing through a gap in Mahantango Mountain, it turned east again at Erdman, and ran up the valley of Pine Creek through Sacramento and Valley View to Hegins.

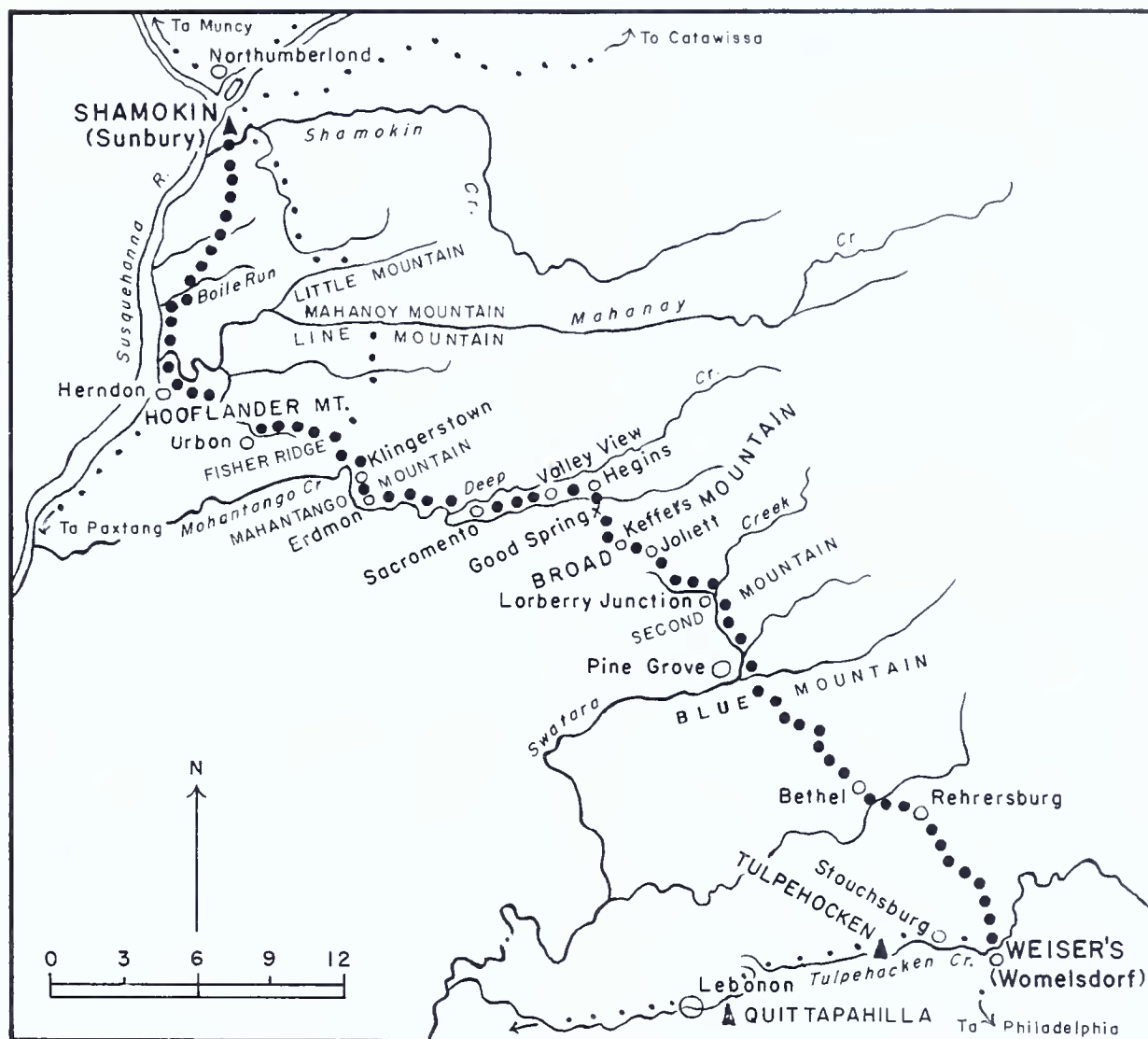
At Hegins it turned southwest to ascend the steep slope of Broad Mountain. Passing the spring at the summit from which Goodspring Post Office took its name, the path ran on to Keffer, where it turned east to Joliett. From Joliett it descended Broad Mountain to Lorberry Creek and followed it to its junction with Swatara Creek. Keeping to the east side of the Swatara, the path passed through the gap in the Second Mountain, using an eighteen-inch-wide shelf on the cliffside. From Pine Grove it climbed over the Blue Mountain to Bethel, ran on through Rehrersburg and Host, and reached the Tulpehocken Creek at Womelsdorf.

An alternate route from Sunbury crossed Shamokin Creek a mile or more higher up than the former path and struck off southeast to meet the other near Klingerstown. This second path was a few miles shorter, but it was, as noted by Lewis Evans on his "Map of Pensilvania" (1749), "Scarce passable for 3 Steep Mountains." These were the Little Mountain, Mahanoy Mountain, and Line Mountain.

In early days, before the road from Weiser's to Reading and Philadelphia was opened, Indians from Shamokin who were on their way to Philadelphia used a continuation of the Tulpehocken Path which was known as the Allegheny Path (*q.v.*). It ascended the South Mountain by way of *die Kluft* (narrow but dry and always passable) just below Eagle Peak, and came down again to Blainsport, Reinholds, Alleghenyville, and Morgantown. Thence it continued over a not-well-known route—probably through Conestoga (in West Nantmeal Township, Chester County), Loag, Lionville, and White Horse—to Philadelphia.

### FOR THE MOTORIST

The path from Womelsdorf to Sunbury was considerably shorter than the modern highway.



TULPEHOCKEN PATH

It can still be followed fairly closely on good roads to within a few miles of Sunbury.

From Womelsdorf take *Pa. 419* to Rehrrsburg. There turn left (west) on *L. R. 06007* and follow it for 2 miles to its junction with *Pa. 501*. Turn right (north) on *501* and follow it across the Blue Mountain to *Pa. 443* near Pine Grove. In Pine Grove, turn left (north) on *Pa. 125*. Follow it to Ravine, and there turn left (northwest) on *L. R. 53029*. Follow this road and its continuation, *L. R. 23027*, past the Lincoln Colliery and Joliett to meet *Pa. 125* again at Goodspring. Follow *125* to Hegin.

At Hegin turn left (west) on *Pa. 25* and follow it to Sacramento. There turn northwest on *L. R. 53048* and follow it to Erdman. Turn right and go through the gap to Klingerstown. It will be noted that the road changes its number

several times within a mile, this being the point at which the counties of Schuylkill, Dauphin, and Northumberland come together.

At Klingerstown take *L. R. 49007*, follow it for about  $\frac{1}{2}$  mile, and then turn sharp north on *L. R. 49008*. Follow this road for about 6 miles to the vicinity of Urban. Then turn right (north) on *L. R. 49009* and follow it for about  $11\frac{1}{2}$  miles to *Pa. 225*. From this point it is difficult to follow the old path on motor roads. It will be best to turn left on *225*, keep with it to its junction with *Pa. 147*, and follow the latter to Sunbury.

The legislative routes mentioned above are well paved. If the numbers are confusing, follow road signs for Rehrrsburg, Bethel, Pine Grove, Ravine, Lincoln Colliery, Joliett, Goodspring, Hegin, Valley View, Sacramento, Erdman, Klingerstown, Urban, Herndon, Fishers Ferry, and Sunbury.

## 114. *Tunkhannock Path*

*From Tunkhannock to New Milford*

The Tunkhannock Path is said to have run from the Indian town of Tunkhannock, at the mouth of Tunkhannock Creek on the North Branch of the Susquehanna River, to a junction with the Lackawanna Path (the branch to Apple Tree Town) at the site of present New Milford. Thence it followed the Lackawanna Path down Salt Lick Creek to Hallstead and across the Susquehanna to "an old Tuscorora Town"<sup>1</sup> at Great Bend. This was Ingaren, sometimes called Apple Tree Town.<sup>2</sup>

Apple Tree Town (also called by the early settlers "The Three Indian Apple Trees") was an important Indian settlement on the flats where the present Lackawanna Trail crosses the River. The "three apple trees" were the survivors of an extensive Indian orchard and are well remembered by those still living. . . .<sup>3</sup>

Emily C. Blackman quotes from "A Talk with an Indian Doctor," by J. Du Bois:

He further said that the Three Apple Trees was the rallying point and headquarters for all the Indians in the neighborhood. Here councils were held, marriages celebrated, feasts observed, war-dances performed, and the fate of prisoners decided.<sup>4</sup>

From the vicinity of New Milford, there appears to have been a branch of this path leading northwest to the famous Salt Springs, which were one mile west of Franklin Forks in Franklin Township.

Old Fred Tiffany, at his home near Tiffany Pond (about a mile northwest of Kingsley on Martin Creek in Susquehanna County), made the following statement to this writer, September 9, 1951:

There was an Indian trail from Tunkhannock up Tunkhannock Creek to Nicholson and then from Nicholson up Martin's Creek to the summit, where the creek raises [southeast of New Milford], and from there to the Salt Springs. About a mile below Kingsley, by the creek, my great grandfather told me he found some old posts where Indians had made a camp. A number of Indian relics were found there.

### FOR THE MOTORIST

From Tunkhannock take *U. S. 6* to Dixon, *Pa. 92* to Nicholson, and *U. S. 11* through Kingsley and New Milford to Hallstead and Great Bend (Apple Tree Town).

<sup>1</sup> Warrantee Survey G-99.

<sup>2</sup> Warrantee Survey D 29-206.

<sup>3</sup> T. Kenneth Wood, "The 'Great Bend' of the Susquehanna River," *Now and Then*, IV (1931), 342.

<sup>4</sup> *History of Susquehanna County, Pennsylvania* (Philadelphia, 1873), 68.

## 115. Turkeyfoot Path

*From Cumberland, Md., to Confluence, etc.*

The Turkeyfoot settlement was so named because it was—as its modern name Confluence also suggests—at the junction of three waterways: the Youghiogheny River, the Little Youghiogheny or Little Crossings (now Casselman) River, and the North Fork (Laurel Hill) Creek. It was at the junction of several Indian paths, each of which, from its terminal point, was called the Turkeyfoot Path.

### A. Wills Creek to Turkeyfoot

According to local tradition (which finds some support in documentary evidence) the mid-eighteenth-century highway known as the Turkeyfoot Road—of which many sections are still visible and a few carry modern traffic—was based on an Indian and packers path.

From the Potomac River at the mouth of Wills Creek (the site of Fort Cumberland, from which Braddock's expedition moved against Fort Duquesne), the Turkeyfoot Path ran up the valley of Wills Creek to the mouth of Jennings Run at Corriganville. There it turned west and followed the run to the town of Mount Savage. Heading west-northwest, it ascended Big Savage Mountain, crossed it a little northeast of Sampson Rock, and entered Somerset County, Pennsylvania, about a mile and a half southeast of the town of Pocahontas. It crossed the heads of Piney Creek and, keeping a straight course paralleling the modern road, it passed about a quarter of a mile southwest of Pocahontas.

Crossing the head of Little Piney Creek, it bore south of west to top the Allegheny Mountain at a slight depression about a mile north-northeast of the junction of Big and Little Piney creeks and not far from Wildcat Lookout. From the summit it descended in a west-northwest direction to Big Piney Creek, which it crossed near Engle's Mill, thence approaching Salisbury by way of the cemetery east of town.<sup>1</sup> It ran through the town of Salisbury about where Union Street is today, crossed Main Street, and in the western outskirts of the town forded the Casselman River

at a point between the mouth of Tub Mill Run on the west side of the river and the mouth of Meadow Run on the east side. For about eight miles thereafter the course of the path was in general that of the modern hard-top (*L. R.* 55011, 55010, and 55008) headed for Listonburg, which several times intersects the old Turkeyfoot Road during its ascent of Negro Mountain. The path crossed this mountain ridge about a mile and a half south of a hump known as Mount Davis, 3213 feet above sea level, the highest point in Pennsylvania.

At the foot of Winding Ridge, where Shoemaker Run heads, the hard-top leaves the old road, which here made the most spectacular climb in its course. It traversed, on an ascending grade, the steep northern side of Winding Ridge above the valley of Glade Run (formerly Negro Glade Run)<sup>2</sup> and the swamp at its head where there still grow patches of the wild glade grass (used on occasion for winter hay) for which Somerset County is famous. An unnumbered but passable single-lane dirt road follows the same winding and in places breath-taking course today. The present road and the old one keep together as they begin to descend the west slope of Winding Ridge; but, before reaching the old Silbaugh School,<sup>3</sup> the old road and the new separate, the former bearing to the left (southwest). In about half a mile after crossing Cucumber Run, the Turkeyfoot Road turned a little north of west to descend a mile-long ridge at the bottom of which the modern road rejoins it. This is *L. R.* 55016, as it approaches Dumas on Whites Creek. From Dumas it is less than a mile to the Casselman River at Harnedsville, whence several routes are available to Turkeyfoot (Confluence).

The remains of old Indian settlements are found in this vicinity.<sup>4</sup> Soon after the middle of the eighteenth century, white men also were making homes here. By 1751 the Ohio Company was preparing to clear a road from Wills Creek to the Turkeyfoot. Among the "Orders and Resolutions of the Ohio Company" of that year appears this item:

Resolved that it is necessary to have a Road cleared from the mouth of Wills Creek to the three forks of Youghogane and that Col<sup>o</sup> Cresap be empowered to agree with any person or persons willing to undertake the same so that the expence thereof does not exceed twenty five pounds Virginia currency."<sup>5</sup>

Such a contract presupposes the existence of an Indian path. It is hardly possible that a forty-mile road could have been "cleared" through virgin forest over Big Savage Mountain, Allegheny Mountain, Negro Mountain, and Winding Ridge for "twenty five pounds Virginia currency" if, that is, it involved the prospecting and hewing out of a totally new way. All that can have been called for was the clearing of brush and the removal of dead trees to permit the passage of pack trains and wagons over an Indian path.

"The Waggon Road leading from the Company's Store house on Wills Creek on Potomack River" to the three forks of "Yaouaugaine" is indicated on "John Mercer's map of Ohio Company lands made before November 6, 1752."<sup>6</sup>

Turkeyfoot soon became a stopping place on a short route from Cumberland to Fort Pitt. James Veech in *The Monongahela of Old* describes a continuation of the Turkeyfoot Road over Laurel Hill to the Forks of the Ohio:

The "Turkey Foot settlement" is one of the oldest west of the mountains. Hence roads to and through it were established very early; and every such road came to be called a "Turkey Foot road." . . . There was, however, one Tur'ey Foot road which was an important one, though it is now mostly abandoned, and much of it overgrown with bushes, or fenced in. It was established as a nearer route to Fort Pitt from Cumberland, than Braddock's road. It left the last named road somewhere in Maryland, east of the Great Crossings, and entered Fayette county, from Somerset, as it crossed the summit of Laurel Hill; thence, passing down Skinner's Mill run to near its entrance into Indian creek, crossing it a little above the junction, and the Mud Pike near where Springfield now is, it passed by Cornelius Woodruff's old place, descended the Chestnut ridge, and crossed Mountz's creek at Cathcart's, or Andrew's Mill, and crossed Jacob's creek about a mile below the old Chain Bridge, there leaving this county; and soon coming into the route of Brad-

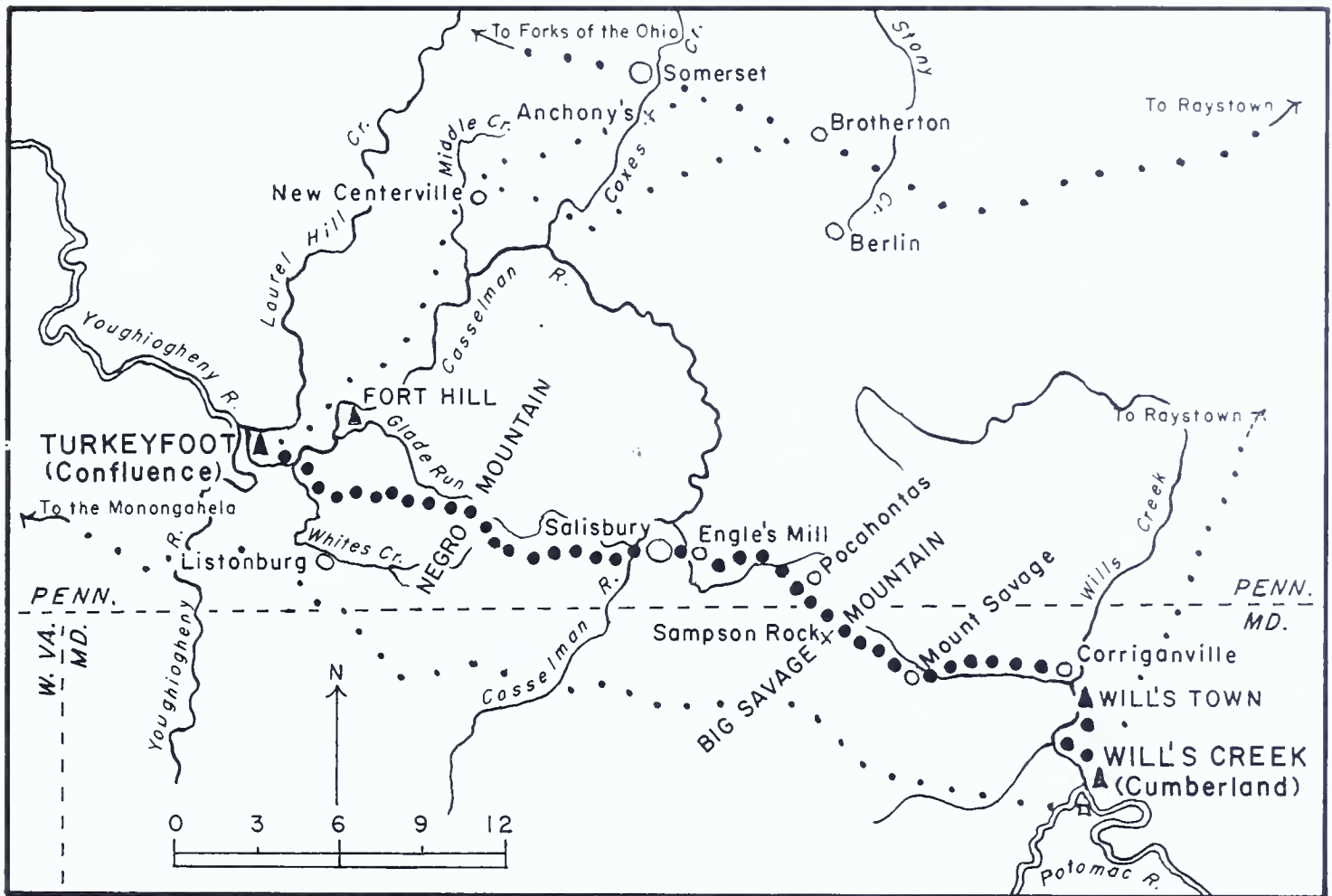
dock, it passed through the Sewickley settlement, &c., to Fort Pitt.

On this road, about the junction of Skinner's Mill run and Indian creek, were the well known "bullock pens." As early as 1776, if not earlier, Gen. George Morgan, afterwards Indian Agent in the Pittsburgh region, came out by this road with a lot of cattle, either on private account, or for the garrison at Fort Pitt, and finding fine range and natural meadow here, he stopped, had a large body of land, lying on both sides of the creek, enclosed with the rail fence, (some of which was visible within ten years past,) and kept the cattle there for a long time. . . .<sup>7</sup>

This route is said to have been used as a drovers' road. "After the National Road (the Braddock Road) was cobblestoned about 1820," says Jack Pyle of Salisbury, "drovers from Pittsburgh and the Ohio on their way to Baltimore and Winchester brought their herds over the Turkeyfoot trail to save their hooves."

#### FOR THE MOTORIST

The path can be followed fairly closely most of the way from Cumberland to Confluence. From Cumberland, Md., take *U. S. 40* (the National Road) to Narrows Park in the outskirts of the city. Turn right on *Md. 36*. Follow *36* up Wills Creek to the mouth of Jennings Run at Corriganville. There turn left (west) and follow the run to the town of Mount Savage. From that point it is impossible for the motorist to follow the trail over Big Savage Mountain. He must content himself with a wide detour: continuing on *36* to Frostburg, there turning west on *U. S. 40* again for 2½ miles, and then taking *Md. 546* north through Finzel to join the Turkeyfoot Road at the Pennsylvania border. About ½ mile north of Finzel, the road forks, the left fork following the old path rather closely to Pocahontas and 1½ miles beyond. There the motorist again must leave the Turkeyfoot Road, which took a short but steeper way over the Allegheny Mountain. From Pocahontas take *L. R. 55002* for over 4 miles down Little Piney Creek, then turn right on a township road down Big Piney Creek to Engle's Mill at the edge of Boynton. From the mill, a township road (left) keeps fairly close to the old path through Salisbury. Salisbury was the site of the so-called Long Field, a narrow strip of cultivated ground on



### TURKEYFOOT PATH

the south side of the early town which "has always been looked upon as the work of Indians."<sup>8</sup>

From Salisbury the road crosses the Casselman River about 200 yards north of the old ford. Turning south on the river bank, it follows the stream for  $\frac{1}{4}$  mile (the Turkeyfoot Road at this point taking a short cut over the hill to the right), and then swings southwest, west, and northwest, following (but only in a general way) the course of the Turkeyfoot Road and Indian Path up Negro Mountain and down it again to the cemetery and the foot of Winding Ridge.

Here the motorist must leave the hard-top and follow a narrow track (safe for motor cars in dry weather) which traverses the steep north side of Winding Ridge overlooking the valley of Glade Run. About a mile west of the only house and farm passed on the summit, the modern road leaves the old Turkeyfoot Road, paralleling its course for 2 miles at a distance of less than  $\frac{1}{2}$  mile to the north. Before reaching Whites Creek at Dumas, the old road and the new find themselves together again.

In the valley of Whites Creek, the road which the motorist has followed from Winding Ridge runs into Pa. 53. In about a mile 53 crosses the Casselman River at Harnedsville, and in another 2 miles enters Confluence.

#### B. Somerset to Confluence

That there was an old path running from the vicinity of Somerset to Turkeyfoot is indicated on the Reading Howell map of Pennsylvania (1792). That it was probably an *Indian* path is suggested by the fact that, as early as 1773 and 1774, certain tracts of land along the way were described on warrantee surveys as on "the Old Turkey Foot Path."<sup>9</sup>

Howell's map shows the path as leaving the Glades Road in the vicinity of the Stony Creek Glades (a little east of Somerset) and, after crossing Middle Creek, running parallel with, but at a distance from, Laurel Hill Creek. That corresponds with the location of the modern road, Pa. 53, and also with several warrantee surveys of tracts "on the path that leads from the Glades to Turkeyfoot."<sup>10</sup>

## FOR THE MOTORIST

From Somerset take *Pa. 53* and follow it to Confluence.

<sup>1</sup> The course of the Turkeyfoot Road was shown to the present writer, walking and driving, November 4, 1962, by Jack Pyle of Salisbury. Mr. Pyle's father when a boy had walked it all the way, with *his* father, to Maryland for a cow. It was still open for wagon traffic in the early 1880's. At the present time it is for the most part out of use, but Jack Pyle has followed it on foot over most of its course.

<sup>2</sup> Warrantee Survey A 11-94.

<sup>3</sup> Shown on the Confluence Quadrangle of the U. S. Geological Survey, scale 1:62500.

<sup>4</sup> Mary Butler, *Three Archaeological Sites in Somerset County, Pennsylvania* (Harrisburg: Pennsylvania Historical Commission, 1939).

<sup>5</sup> *George Mercer Papers*, Lois Mulkearn, ed. (Pittsburgh, 1954), 143, 565.

<sup>6</sup> *Ibid.*, opposite page 72.

<sup>7</sup> (Pittsburgh, 1892), 34.

<sup>8</sup> John C. Cassady, *The Somerset County Outline* (Scottsdale, Pa., 1932), 78.

<sup>9</sup> Warrantee Surveys A 38-127, D 8-216.

<sup>10</sup> See the *Glades Path*.

## 116. Tuscarora Path

*From North Carolina through Path Valley to Sunbury, Pa.*

Path Valley (i.e., the valley of the West Branch of Conococheague Creek and the valley of Tuscarora Creek) was named for the Tuscarora Path which ran through it. How the path got its name is a matter of question. According to tradition, it was called the Tuscarora Path because it was the way the Tuscarora Indians came, during the eighteenth century, to find refuge in the Iroquois country of northern Pennsylvania and upstate New York. George P. Donehoo, on the other hand, thought the name "Tuscarora" was given to this path still earlier by the Iroquois because it was the way to their Iroquoian kin, the Tuscaroras, whom they later adopted as the sixth nation of the Iroquois Confederacy.

Certain it is that, after the last great Tuscarora fort, Narhantes (near Snow Hill, Greene County, North Carolina), was destroyed on January 30, 1713, bands of Tuscaroras at different times left their homeland to find refuge under the Iroquois Tree of Peace. Some settled, first, at the Great Bend of the Susquehanna River in the Oneida country, and later at the foot of the Niagara Gorge in the Seneca country, where they are today. But on their way north Tuscarora bands scattered widely in Pennsylvania, as the name "Tuscarora" on creeks and hills attests, and stayed for considerable periods at places they liked.

Numbers of them came up the Shenandoah Valley past Staunton, Woodstock, Winchester, and Martinsburg to cross the Potomac at Cherry Run. Thence, following the Warm Spring Path,

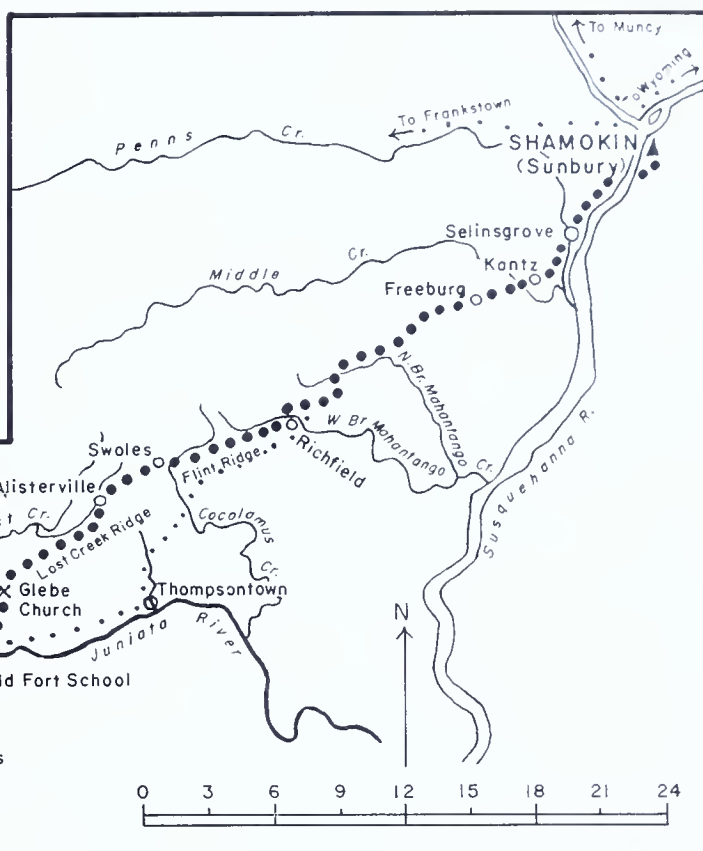
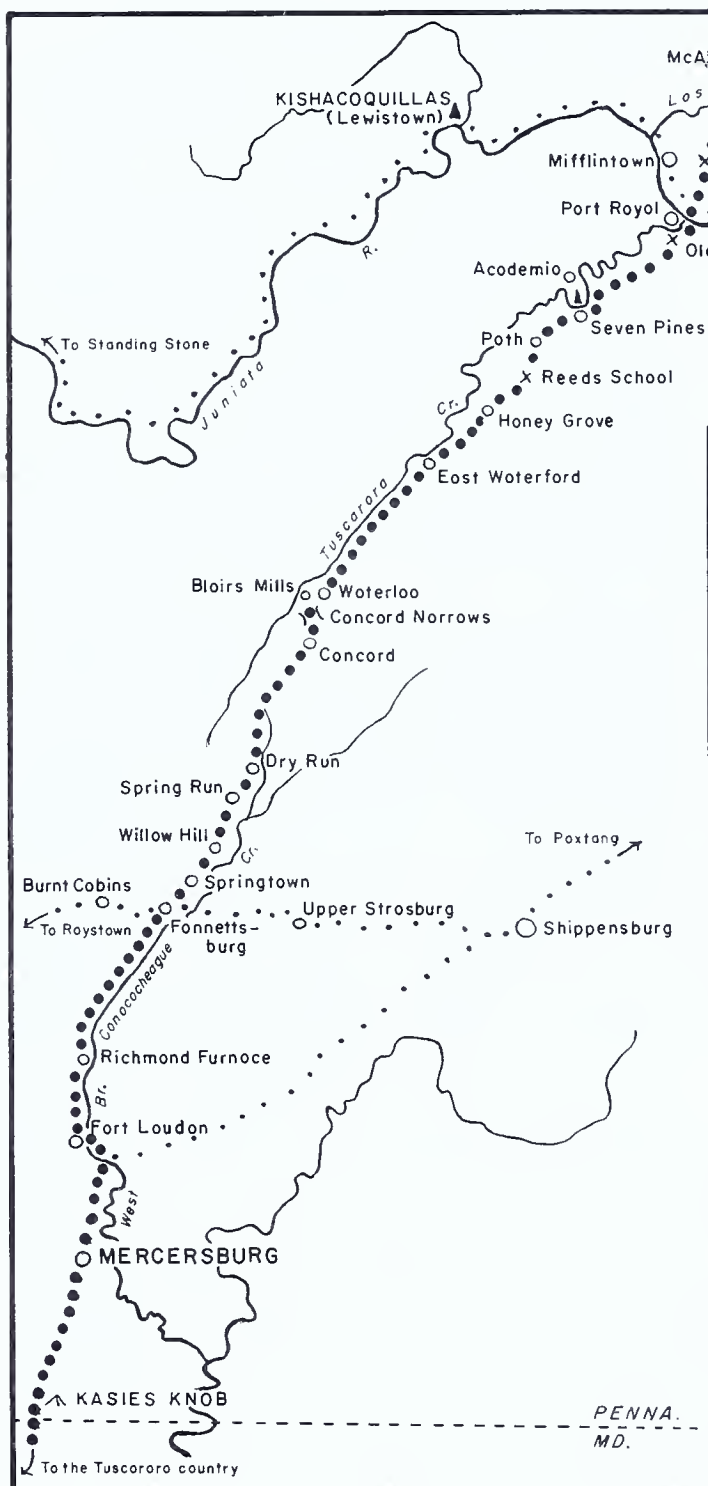
they crossed the Little Conococheague east of Johnson Mountain in Maryland and passed into Pennsylvania at the foot of Kaisies Knob.

Once inside Pennsylvania, the Tuscarora Path ran north to Mercersburg and the present town of Fort Loudon, there entering what is now known as Path Valley. At Fort Loudon it joined the Raystown Path and ran with it for several miles. Passing Richmond Furnace, where the Raystown Path broke off, the Tuscarora Path continued up the valley of the West Branch Conococheague through Fannettsburg, Springtown, Willow Hill, Spring Run,<sup>1</sup> and Dry Run to the height of land. At Concord Narrows it passed north through the gap in Tuscarora Mountain, and bending eastward again ran down the east bank of Tuscarora Creek to East Waterford. Continuing northeast, it left for a time the winding creek and took instead a straight course past Honey Grove, Reed's School, and Path. It touched Tuscarora Creek again at Seven Pines (opposite the site of an old Indian settlement), and went on past the Limestone Ridge, Church Hill School, and Old Fort School to cross the Juniata River at Port Royal, the ford being just below the mouth of Tuscarora Creek.

Having crossed the Juniata, it ran north past the site of the Glebe Church to Cedar Spring. There it turned northeast and for nearly five miles hugged the slopes of Lost Creek Ridge. Turning north again, it followed the south and east bank of Little Lost Creek to McAllisterville, Bunkertown, and Swales. There it crossed Co-

colamus Creek and followed its south bank, at the foot of Flint Ridge, for about three miles. Reaching the West Branch of Mahantango Creek, the path followed it (still keeping to the lower slopes of Flint Ridge) to the outskirts of Richfield. There it crossed the Mahantango, ran north for about half a mile, and, turning east again, passed the old house known locally as "Winey's spring house."

According to Ellis E. Ferster of Richfield, in Snyder County,<sup>2</sup> it was about here that a branch



### TUSCARORA PATH

of the Tuscarora Path (one that had turned east at the Juniata ford, had run along the north bank to Thompsonstown, and had struck north over the hills to the Cocolamus Valley and Richfield) rejoined the main path.

About two miles beyond Richfield, the path went north through a gap in Limestone Ridge, turned east along the North Branch of Mahantango Creek, and continued its course past Freeburg and Kantz to the Susquehanna River at Selinsgrove. Crossing Penns Creek, it forded the Susquehanna River to the Indian town of Shamokin (Sunbury).

From Shamokin, the Tuscaroras probably used the Great Warriors Path up the North Branch of the Susquehanna to Wyoming. From Wyoming (Wilkes-Barre) and Adjouquay (Pittston), some bands took the Lackawanna Path directly to Apple Tree Town at Great Bend, while others took the canoe route (with its accompanying path up the North Branch Valley) past Tunkhannock, Wyalusing, Wysox, Tioga (Athens), and Owego.<sup>3</sup>

### FOR THE MOTORIST

From the National Road at Conococheague, Md. (8 miles west of Hagerstown), take Md. 57

and *Pa. 75* north through Mercersburg and Fort Loudon all the way to Port Royal and *U. S. 22*. Cross 22 and take country roads (some of them are unnumbered, but occasional inquiries will keep one headed in the right direction) past the old Glebe Church and Cedar Spring, both on the original path.

From Cedar Spring (itself worth stopping to see), cross a spur of Lost Creek Ridge and follow the northern slope of the ridge for 2½ miles to meet *L. R. 34007*. Here the modern road temporarily parts company with the path. Turn left on 34007 and follow it to Oakland Mills. There take *Pa. 35* and follow it east through McAllisterville, Richfield, and Freeburg to Selinsgrove. At Selinsgrove take *U. S. 11* north to the bridge and across it to Sunbury.

From Sunbury and Northumberland, *U. S. 11* follows the general course taken by the Tuscaroras: over the Great Warriors Path to Pittston and thence over the Lackawanna Path to Apple

Tree Town at Great Bend. If you prefer going up the beautiful North Branch, as many of the Tuscaroras did, take *Pa. 92* at West Pittston and follow it up the west bank of the Susquehanna to the bridge at Falls—named for Buttermilk Falls, which is only a few yards from the road and will well repay a visit.

From Falls continue north on *Pa. 92* to Tunkhannock and there take *U. S. 6*. Follow it past North Towanda; then take *U. S. 220* to Athens and Waverly. At Waverly turn right (east) on *N. Y. 17* and follow it through Owego, Endicott, and Johnson City to Binghamton. There take *U. S. 11* and follow it south to Great Bend (Apple Tree Town).

<sup>1</sup>The probable site of "Pyatt's," according to Dr. John V. Miller of Dillsburg.

<sup>2</sup>"Pomfret Castle," Northumberland County Historical Society, *Proceedings*, XIII (1943), 102.

<sup>3</sup>See Br. Schmick's letter of October 20, 1766, in the Bethlehem Diary for November 1, 1766, Archives of the Moravian Church, Bethlehem, Pa.

## 117. Venango Path

### *From Pittsburgh to Erie*

The Venango Path, with its several variants, ran from the Forks of the Ohio (Pittsburgh), through the Indian town of Venango (Franklin) at the mouth of French Creek, to Presque Isle (Erie). It was used by white men as an important military highway for over forty years: from 1753, when the French constructed a road over the portage from Presque Isle Bay to Fort Le Boeuf at the head of French Creek navigation, to 1794, when Anthony Wayne's victory at Fallen Timbers ended the threat of Indian War in this western territory.

On his journey to Fort Le Boeuf in 1753, George Washington used a variant of the Venango Path, going from the Forks of the Ohio through Logstown (north of Ambridge), Harmony, Portersville, and West Liberty. The more direct route from the Forks was not always a good one. Colonel Henry Bouquet, on July 4, 1763, wrote from Carlisle to Sir Jeffery Amherst: "The Distance from F: Pitt to Presqu' Isle is 142 Miles, thro' a narrow crooked Path, difficult Creeks, & several long defiles. . . ."<sup>1</sup>

The best all-weather branch of the Venango Path was the one George Washington took, by way of Logstown. But, after the British occupation of the Forks and the establishment of Fort Pitt, a shorter route was preferred, running through Evans City to Franklin. This came to be accepted as "the Venango Path," in time becoming known as the Franklin Road.

The Venango Path, *via* Evans City, crossed the Allegheny River either by boat from the Point or by a ford at Shannopin's Town, about two miles up the river near the present Thirty-First Street Bridge.<sup>2</sup> "At Shanoppens," wrote Lewis Evans, "is another [fording place] in very dry Times, and the lowest down the River."<sup>3</sup>

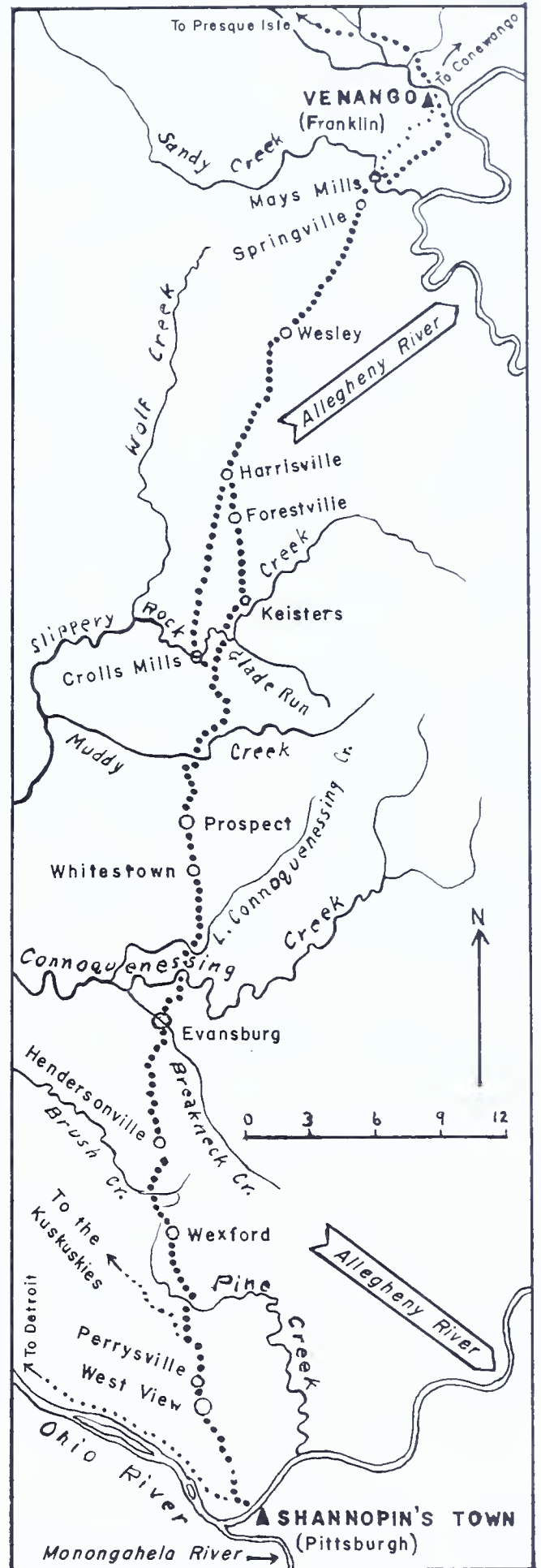
From this ford, the path ran north and west over winding ridges.<sup>4</sup> About half a mile south of Pine Creek, there was a fork, the Kuskusky Path running northwest while the Venango Path continued nearly straight north. Warrantee Surveys D 1-231 and -232, dated 1794, name the tracts of land containing this fork, "Indian Incamping Ground."

The Venango Path crossed Pine Creek at Keown. About two miles north of the creek, the path came to the "15 Mile Spring,"<sup>5</sup> and then ran on through Wexford. It crossed Brush Creek in the vicinity of Warrendale, and went on through Hendersonville to Evans City, where it forded Breakneck Creek. It crossed Connoquenessing Creek half a mile north of Wahlville and the Little Connoquenessing another mile to the north-northeast. Thence it ran almost straight north along a convenient ridge through Whitestown and Prospect (at this point the path being about fifty yards east of the present road) to the crossing of Muddy Creek at Isle.

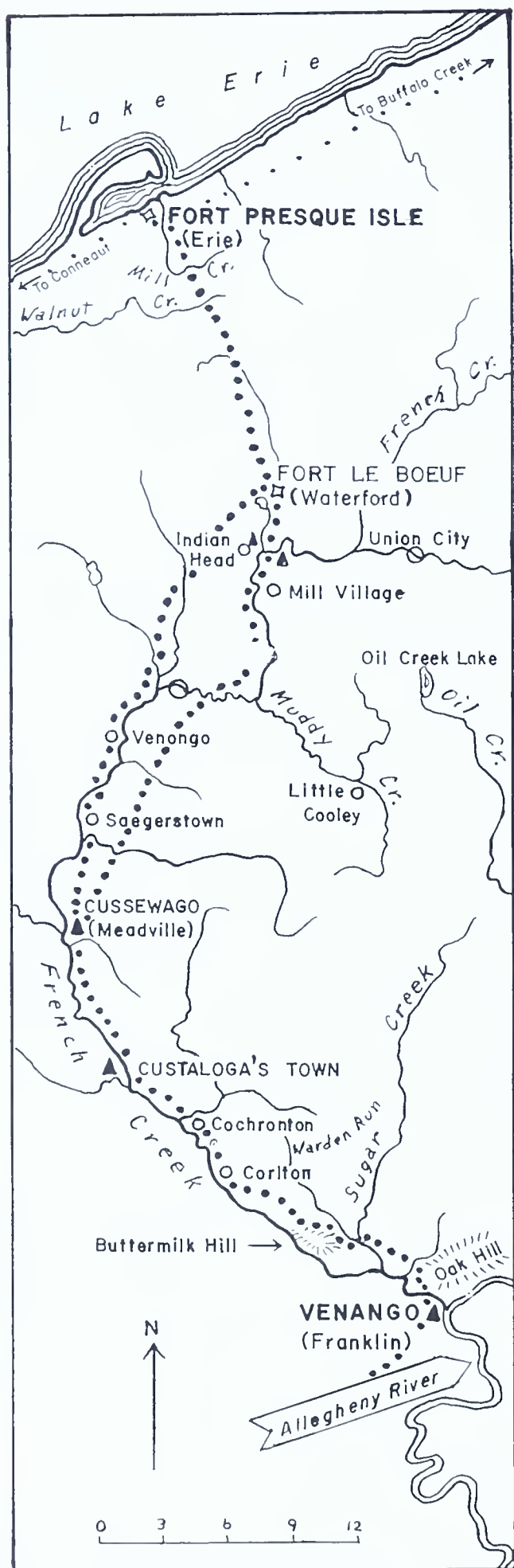
Exactly where the Venango Path crossed Slippery Rock Creek is a matter of debate. If all local traditions are to be believed, there was a multitude of fords about here: At Croll's Mills, at Dougherty's Mills (where the flat, sloping, slime-covered rocks may have given the Creek its name),<sup>6</sup> down Croll's Ridge to the Pines, at "Washington's Crossing," at the mouth of Glade Run, at "the Slippery Rock Ford" on the Wadsworth Farm, and at Keisters Mills. All these possible variants of the path come together again at Forestville or sooner.

From Forestville the Venango Path continued north through Harrisville, Barkeyville, and Wesley to Springville, following a route now taken by the Pittsburgh Road, *Pa.* 8. At Mays Mills, a mile and a half northeast of Springville, after crossing Sandy Creek, the path seems to have forked again. There is evidence that one branch went over Congress Hill and Bully Hill, descending to the Allegheny at the point where the French Fort Machault was built, half-a-mile below the mouth of French Creek. The other branch crossed the hills in the vicinity of Uniontown and descended Gurney Hill to the Indian town of Venango at the mouth of French Creek in present Franklin, opposite the Point.

The Venango Path forded French Creek just above the present Thirteenth Street Bridge and swung west for about a mile along the flats, by way of what is now Pacific Street. At Missouri Street or near it, the path turned north and, in order to avoid the cliff that hugs French Creek, climbed over the shoulder of Oak Hill. Coming down on the far side, it forded Patchel Run



VENANGO PATH, SOUTH



VENANGO PATH, NORTH

about half a mile from its mouth. From there it ran a northwest course (the old Waterford and Susquehanna Turnpike following it) for a mile and a half, and then probably swung west to cross Sugar Creek at the mouth of Warden Run. Continuing in a westerly direction, it ascended Buttermilk Hill, then veered northwest to follow a dry ridge above the marsh beside Warden Run. It came down to French Creek at Carlton, turned northwest again to Cochranon and followed the creek to Cussewago (Meadville).

From Cochranon to Meadville there was also an "upper path" by way of the ridge flanking French Creek a mile or so to the east.

Between Cussewago and the French forts at Le Boeuf and Presque Isle, there were several paths to choose from. The one most commonly used by the French crossed French Creek at the Broad Ford, two miles north of Sagerstown, and from there ran up the west side of the creek through the present towns of Venango, Cambridge Springs, and Indian Head to Fort Le Boeuf.

Other paths from Cussewago kept east of French Creek until past Cambridge Springs. The one most frequently used by the English struck across country about as *Pa. 86* does. East of Cambridge Springs (possibly at the sand bar a few hundred yards above the Erie Railroad bridge, or as far east as the mouth of Mohawk Run) the path forded French Creek and picked up the path to Indian Head near the west bank. George Washington, attempting this ford during a wintry flood in 1753, found it impassable and had to go round another way—probably through Little Cooley—eight miles farther east.<sup>7</sup>

Between Fort Le Boeuf and Presque Isle there was a portage path which the French widened in 1753 into a military road. Since, however, it ran over flat, soft ground—soon churned up by the horses into heavy mud—its course shifted slowly from season to season over a mile-wide area. Mrs. Autumn L. Leonard, in "The Presque Isle Portage and the Venango Trail," has mapped and described its normal course.<sup>8</sup>

Leaving Fort Le Boeuf, the portage road ran north along what are now High Street, First Al-

ley, and Cherry Street in Waterford. For some distance beyond, it ran parallel to and a little west of *U. S. 19*. At Strongs Corners (about three and a half miles from Waterford) it crossed *19*. About two miles farther on it joined course with the modern Shunpike Road and the two ran together to Mill Creek. Making a loop to the west, it descended about 200 feet into the gorge, climbing out again to meet a highway still known as the Old French Road. In about a mile and a half the Old French Road merges into Parade Street, which runs as the path did to near the mouth of Mill Creek on Presque Isle Bay.<sup>4</sup> There, on a slight eminence between Parade Street (at Sobiesky Street) and Mill Creek stood Fort Presque Isle.

#### FOR THE MOTORIST

Modern roads follow the Venango Path fairly closely most of the way, but no good road follows it for the first few miles west of the ford at Shannopin's Town. The motorist is advised, therefore, to take *U. S. 19* from the Golden Triangle in Pittsburgh across the Allegheny and to follow it to Perrysville (where you are on the old path again), Highland, and Wexford to the crossing of Brush Creek at Warrendale. Here path and road separate for a time. The path goes across fields while the road parallels it—from a distance of  $\frac{3}{4}$  mile to the west—for about  $3\frac{1}{2}$  miles to Ogle.

Just north of Ogle, turn right on *Pa. 528* and follow it east for a mile, when it swings north into the Venango Path—now known as the old Franklin Road. Follow *528* through Evans City, Wahlville, Whitestown, and Prospect to the crossing of Muddy Creek at Isle. About 5 miles north of Muddy Creek, bear left on *Pa. 8*, and follow it through Forestville, Harrisville, Barkleyville, Wesley, and Springville to Franklin.

At Franklin, cross French Creek by the Thirteenth Street Bridge and turn left on *U. S. 322*. Since there is no road over the brow of Oak Hill, the motorist will do well to continue on *322* to Meadville. If he wishes, however, to follow the old path more closely, he will at Wyattville turn sharp left by the bridge over Sugar Creek and go down the west bank for about a mile to Warden Run. Cross it and keep on the same

road, turning first west and in a few yards south, to climb Buttermilk Hill—but do not attempt it in wet weather. Coming to a T near the summit, turn right. In about a mile this road crosses the Venango Path and in another 2 miles merges with it. Road and path continue together to Carlton, from which point *322* follows the old path rather closely to Meadville.

At Meadville, the motorist has a choice of roads. He can take *U. S. 19* and *6* north to Saegerstown, the Broad Ford Bridge, and present Venango to Cambridge Springs; or he can take *Pa. 86*, which will bring him by a more direct way—following the general course of George Washington's path—to Cambridge Springs.

From there follow *U. S. 19* to Waterford, where you will want to visit the Fort Le Boeuf Memorial. About a mile beyond Waterford, bear right on *Pa. 97*, which follows the path fairly closely and, as it approaches the city of Erie, becomes—in name as well as in course—the Old French Road. In the outskirts of the city, bear left on Parade Street and follow it to Sobieski Street. There, ahead of you on the right, is the site of Fort Presque Isle.

<sup>1</sup> *The Papers of Col. Henry Bouquet*, Sylvester K. Stevens and Donald H. Kent, eds. (Harrisburg, 1940—), Series 21634, p. 215.

<sup>2</sup> C. W. W. Elkin, "The Indian Trails of Southwestern Pennsylvania," *Pennsylvania Archaeologist*, X, No. 2 (April, 1940), 37.

<sup>3</sup> . . . *Analysis of a General Map of the Middle British Colonies in America* (Philadelphia, 1755), 25. Reprinted in Lawrence Henry Gipson's *Lewis Evans* (Philadelphia, 1939), Part III.

<sup>4</sup> See map of Depreciation Lands, Bureau of Land Records, Harrisburg.

<sup>5</sup> Warrantee Survey C 142-182.

<sup>6</sup> The late Oliver Ralston of Slippery Rock Park, when interviewed by the present writer, April 7, 1954, had this to say about the origin of the name: "Slippery Rock got its name from the slippery rock ford. It is like that at Dougherty's Mill and also at most of these riffles." John Heckewelder, Moravian missionary, said that the Delaware name for the stream was *Weshachachapohka*, which he translated "slippery rock." In Hector St. John Crèvecoeur's "Map of the Big Beaver" (1787), Slippery Rock Creek is called R [rivière] de la Fiere Platte" (Flat Rock River). See Hanna, *The Wilderness Trail*, II, 386. At Dougherty's Mill the writer has seen boys in summer sliding down the slippery rocks near the surface and diving into the deep pool below.

<sup>7</sup> Paul A. W. Wallace, "George Washington's Route from Venango to Fort Le Boeuf, 1753," *Pennsylvania History*, XXVIII, No. 4 (October, 1961).

<sup>8</sup> *Pennsylvania Archaeologist*, XV, No. 1 (April, 1945), 4-9.

## 118. Venango-Chinklacamoose Path

*From Clearfield to Franklin*

The path from Chinklacamoose to Venango was a branch of the Great Shamokin Path. It left the main path at the Big Spring near Luthersburg and ran through Brookville to Venango (Franklin).

From "the Parting of the Ways" at the Big Spring it ran northwest through Eriton and West Liberty (near Du Bois), and past the old Steele School to cross Sandy Lick Creek at Sandy Valley Post Office (Sherwood Station).<sup>1</sup> It ran up the west bank of Panther Run for a mile, crossed it and turned west past Snyder School and Emrickville to Brookville. It forded Redbank Creek at the mouth of Sandy Lick Creek and crossed the North Fork just above its mouth.

Continuing west it passed through Roseville, Corsica, and Strattonville. About half a mile west of Strattonville, it turned north and forded the Clarion River at Clew's Riffle.<sup>2</sup> Thence it proceeded by the Shiloh (Miola) Church to near Helen Furnace, then northwest by way of Lucinda and Fryburg, and west through Sawtown, Tenmile Bottom, and Seneca to Venango.

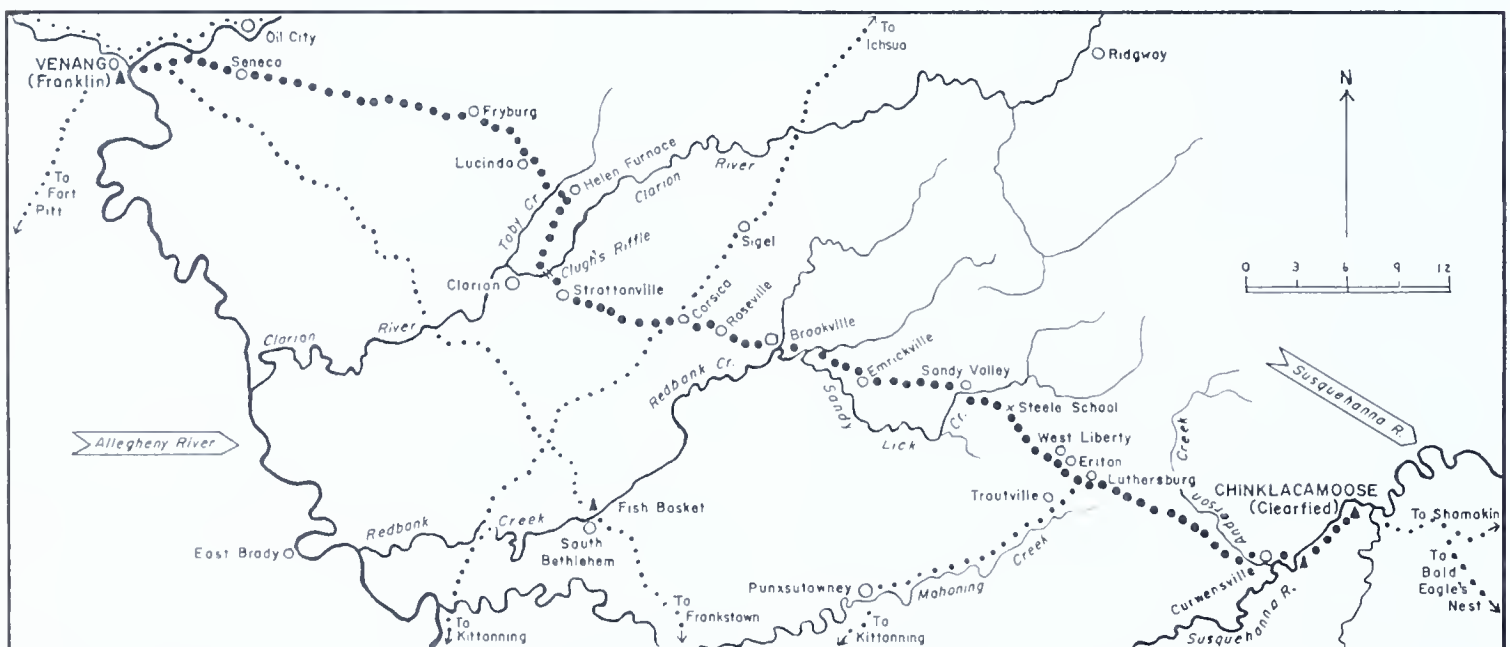
This was the path taken by Christian Frederick Post in August, 1758.<sup>3</sup> He returned by way of Punxsutawney, which he reached on September 13.

The Susquehanna and Waterford Turnpike

followed the same general route. After the completion of the road in 1824, according to the late Major M. I. McCreight of Du Bois, "the path was changed to run from West Liberty over the hills to Sandy Creek. It was a toll-road and soon became the greatest Cattle Trail in all the East. I recall seeing droves of cattle crowding each other during all day long."<sup>4</sup>

### FOR THE MOTORIST

From Clearfield take U. S. 322 through Curwensville to Luthersburg. Continue on 322 through Reynoldsville and Brookville to Strattonville. Since no road follows the old path across the Clarion River at Clew's Riffle, the motorist is advised to continue on 322 to Clarion. In the center of the town, turn right (north) on Pa. 966 and follow it for about 7 miles to the junction with L. R. 16090. Follow this to the junction with Pa. 68. Turn left on 68 and in a few hundred yards turn right (west) and follow a township road for about a mile past Lucinda. Turn right (northwest) on L. R. 16050 and follow it to Fryburg where it merges in Pa. 157. Follow 157 for about 2 miles and turn left on L. R. 60027 for Goodman's Corners. At the triple road junction in Goodman's Corners take the middle road for Sawtown, Tenmile Bottom, Seneca P. O., and Franklin.



VENANGO-CHINKLACAMOOSE PATH

<sup>1</sup> This part of the path has been studied closely by the late Major M. I. McCreight of Du Bois.

<sup>2</sup> Merle B. Eberlin, Archivist of the Clarion County Historical Society, is the authority on this ford and on the old trail's course through Clarion County.

<sup>3</sup> According to Post's original notes (in two languages, German and Post's English), he used the name *Wescha-*

*chichaque* or *Weschakaque* as an alternate name for *Tobese*, i.e., the Clarion River. Later editors separated these names, assuming they belonged to different rivers, and had him crossing them on different days. This has made hash of his itinerary. See the original notes in the Archives of the Moravian Church at Bethlehem.

<sup>4</sup> Address delivered before the Du Bois Chapter of the Daughters of the American Revolution, September, 1952.

## 119. Venango-Conewango Path

### *From Franklin to Warren*

In good weather there was a tolerable path along the bank of the Allegheny River from Venango (Franklin) to Conewango (Warren).

General William Irvine traveled it while exploring the Donation Lands in the summer of 1785. His report to the Supreme Executive Council of Pennsylvania, while faulty in estimating distances, nevertheless gives a good account of conditions found along the way. The first eight miles, from Venango to Oil Creek, caused no trouble, but after that the way was difficult.

From Oil Creek to Cuskakushing,<sup>1</sup> an old Indian Town, is about seventeen miles—the whole of this way is barren, high mountains, not fit for cultivation; the mountain presses so close on the River that it is almost impassable, and by no means impracticable [practicable] when the River is high, then travellers either on foot or horseback are obliged to ascend the mountain and proceed along the summit.

At Cuskushing there is a narrow bottom about two miles long, good land, and a very fine Island fifty or sixty acres, where the Indians formerly planted corn. From Cuskushing to another old Indian Town, also on the Bank of the River, is about six miles; this place is called Canenacai, or Hickory Bottom; here is a few hundred acres of good land and some small Islands, from hence to a place named by the natives the Burying Ground [Tidioute], from a tradition they have that some extraordinary man was buried there many hundred years ago, is about thirteen miles; most of this way is also a barren and very high mountain, and you have to travel greatest part of the way in the Bed of the River. To Brokenstraw Creek, or Bockaloons, from the last named place is about fourteen miles, here the hills are not so high or barren, and there are sundry good

bottoms along the River. About half way there is a hill called by the Indians Paint Hill, where they find very good red ocher. . . . From Brokenstraw to Canewago is eight or nine miles—here is a narrow bottom, interspersed with good dry land and meadow Ground all the way, and there is a remarkable fine tract at the mouth of Conewago, of a thousand or perhaps more acres, from the whole of which you command a view up and down the main branch of Alleghany, and also up Conewagoo a considerable distance. Conewagoo is one hundred and fifty yards wide, and is navigable for large boats up to the head of Jadaque [Chautauqua] Lake, which is upwards of fifty miles from its junction with the east branch of the River. The head [of] Jadaque Lake is said to be only twelve miles from Lake Erie, where it is also said the French formerly had a Fort, and a good Waggon Road from it to the Lake. . . .

. . . I returned the most direct Road to the burying Ground—here three old Indian paths take off, one to Cayahaga, on Lake Erie, one to Cuskusky, on the west branch of Beaver Creek, and the third to a Salt spring, higher up the same branch of Beaver. . . .<sup>2</sup>

### FOR THE MOTORIST

Except for a short stretch between Oil City and President, *Pa.* 62 follows the Allegheny River all the way from Franklin to Warren, passing through Tionesta (at or near the site of Lower Goschgoschink), West Hickory (Goschgoschink Upper Town), Tidioute, and Irvine (Buckaloons) at the mouth of what is still known as Brokenstraw Creek.

<sup>1</sup> This is the name spelled *Goschgoschink* in the Moravian records.

<sup>2</sup> *Pennsylvania Archives*, First Series, XI, 516-18.

## 120. Venango-Kittanning Path

*From Kittanning to Franklin*

That there was an Indian path from Kittanning to Venango (Franklin) is accepted, but there is no agreement as to the precise course it took. Perhaps there were several variants. One tradition holds that the path ran from Kittanning through Rimersburg to Bullocks Ford on the Clarion River near Callensburg. Another tradition is that it ran through Fish Basket (at Oak Ridge, near New Bethlehem) at the mouth of Town Run on Redbank Creek, and crossed the Clarion River at Bullocks Ford. Others think it crossed at Canoe Ripple, or at Piney. Whichever ford was used, the path ran north from the Clarion to the vicinity of Van, where it joined the path from Frankstown to Venango.

According to tradition, Colonel Daniel Brodhead used this path on his expedition against the Seneca Indians in 1779. On his way north, he is said to have crossed the Clarion River at Piney. To this tradition, however, Merle B. Eberlin, archivist and curator of the Clarion County Historical Society, takes exception:

... For his crossing of the Clarion on the trip north, the hills in the vicinity of Piney are high and very steep. Brodhead could have crossed at Canoe Ripple much easier, I believe, inasmuch as the hills are only about half as high and not so steep. This would be about three miles southwest of Piney and not too much off his direct route. The Ripple is a natural ford. There may have been other good crossings between the two points.<sup>1</sup>

The route of Brodhead's return is much in question. His own bare statement, "On my return I preferred the Venango Road," invites a wide margin of conjecture. He probably came, at least part way, by the Venango-Conewango Path. But it is impossible to determine from his own statement whether he came from Franklin over the familiar Venango Path through Butler County to Pittsburgh, or whether he came south through Clarion County.

The former view is held by William Young Brady in "Brodhead's Trail up the Allegheny, 1779";<sup>2</sup> the latter, by Aaron J. Davis, who writes in his *History of Clarion County*:

... He returned by way of French Creek, where he ravaged another town. At the mouth of that stream the army crossed the Allegheny and took "the old Venango Road," which led them through Clarion County. They crossed the Clarion at Bullock's Ford, near Callensburg, so named from the circumstance of the cattle being driven over the river there, then, and during the War of 1812. At Bullock's Ford a soldier died and was buried on the river's bank.<sup>3</sup>

To this last incident, Mr. Eberlin contributes some further detail:

... Quite some time ago, Mr. Henry Tippery of Callensburg (now 92 years old) told me that when the soldier was buried at Bullock's Ford, the cattle were driven over the grave to hide it from the Indians. He also told me that it was here that the soldiers "butchered cattle for meat."

In describing the normal course of the path (from south to north across Clarion County), Captain Davis writes:

The Venango trail passed the county line in northwestern Salem township; crossed the river at Bullock's Ford, near Callensburg, and then striking southeasterly crossed the Redbank at the mouth of Town Run [Fish Basket]. This was the route taken by Brodhead on his return.<sup>4</sup>

With the last statement, Mr. Eberlin disagrees: "Inasmuch as Brodhead returned to Fort Pitt, I doubt if he crossed the Redbank at Fishbasket. Probably he turned south on his return trip when he intersected his route north."

### FOR THE MOTORIST

One of the several possible ways of seeing the general course of this path is to take *L. R. 03068* from Kittanning north across Mahoning Creek and about 2 miles beyond to its junction with *L. R. 03084* at Widnoon. Go left for a short distance on *03084* and then take the first county road, *L. R. 03082*, to the right. Beyond Redbank Creek, cross the railroad tracks and turn right on *L. R. 16003* for Rimersburg.

From Rimersburg go north on *Pa. 68* to its junction with *Pa. 368*. Turn left on 368 and follow it to Callensburg. There turn right again on *Pa. 478* and follow it for about a mile. Turn right to follow *L. R. 16028* to its junction with *Pa. 338*. Turn right and follow 338 to Knox. Continue north on *L. R. 16046* to Kossuth.

There turn left on *U. S. 322* and follow it through Van to Franklin (Venango).

<sup>1</sup> Letter from Mr. Eberlin to the present writer, dated Clarion, January 23, 1962.

<sup>2</sup> *Western Pennsylvania Historical Magazine*, XXXVII (1954), 31.

<sup>3</sup> (Syracuse, N. Y., 1887), 61-62.

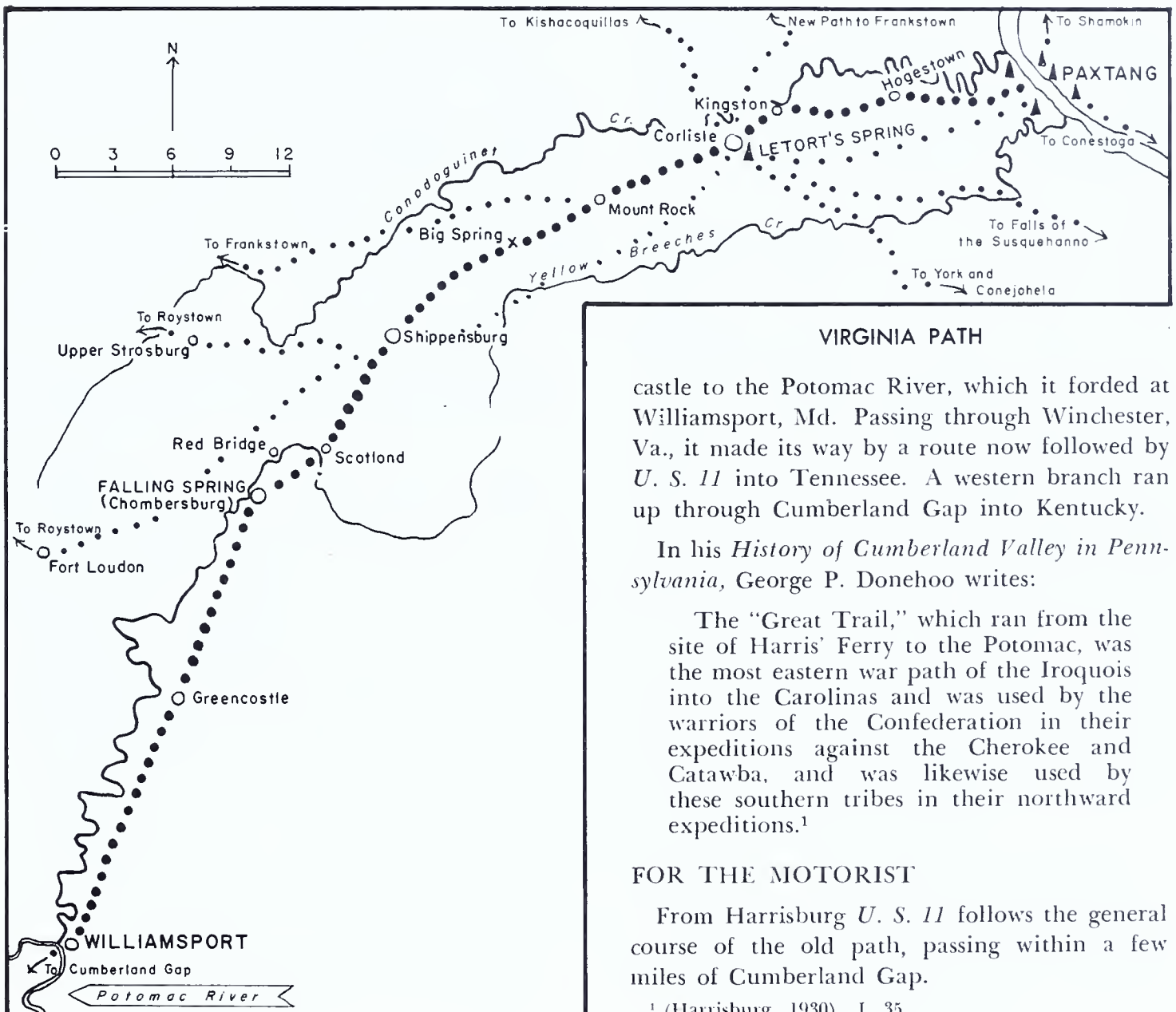
<sup>4</sup> *Ibid.*, 62.

## 121. Virginia Path

*From Harrisburg to Winchester, Va.*

The Virginia Path or Virginia Road (called also the Potomac Road and sometimes the Great Trail) was an Indian path and settlers' road that ran from the Susquehanna at Paxtang (Harrisburg) by way of Letort's Spring (Carlisle),

Dunning's Spring (Mount Rock), and the Big Spring to Shippensburg. Continuing southwest, it crossed Conococheague Creek either at Scotland or at Red Bridge. Thence it ran past the Falling Spring (Chambersburg) and Green-



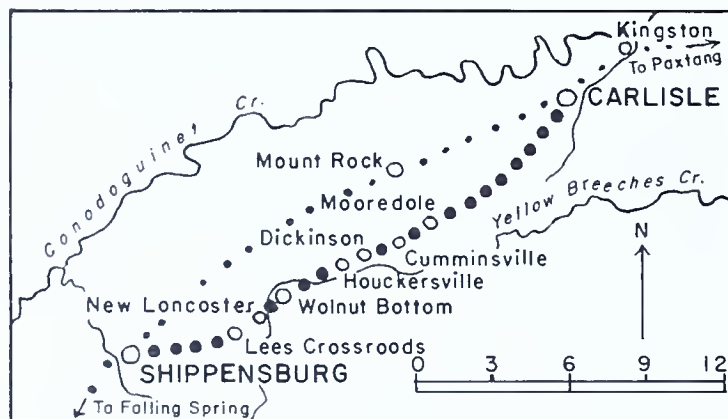
## 122. Walnut Bottom Path

*From Carlisle to Shippensburg*

The Walnut Bottom Path, a branch of the Virginia Path, ran through Mooredale and Walnut Bottom, while the other took a more westerly way through Mount Rock.

There is some evidence that the Walnut Bottom Path was at one time the main stem of the Virginia Path. One of the Blunston licenses reads as follows: "At the Walnut Bottom on the road from Pextan to Potowmac about two miles from Robert Dunning [Mount Rock]."<sup>1</sup> There is a tradition among the descendants of Joseph Chambers that when he first went to the Falling Spring (Chambersburg) he took the Walnut Bottom Path.

The path left Carlisle about where the Law School is now, and ran southwest through Mooredale, Cumminsville, Dickinson, and Houckerville to a crossing of Yellow Breeches Creek near Walnut Bottom. Thence it proceeded through



WALNUT BOTTOM PATH

New Lancaster and Lees Crossroads to Shippensburg, where it joined the other branch.

See also the *Virginia Path*.

### FOR THE MOTORIST

From Carlisle take *Pa. 465* to Mooredale, then *Pa. 174* to Shippensburg.

<sup>1</sup> Blunston License Book, July 31, 1734, to Arthur Irwin, Bureau of Land Records, Harrisburg.

## 123. Wapwallopen Path

*From Wapwallopen to Wilkes-Barre*

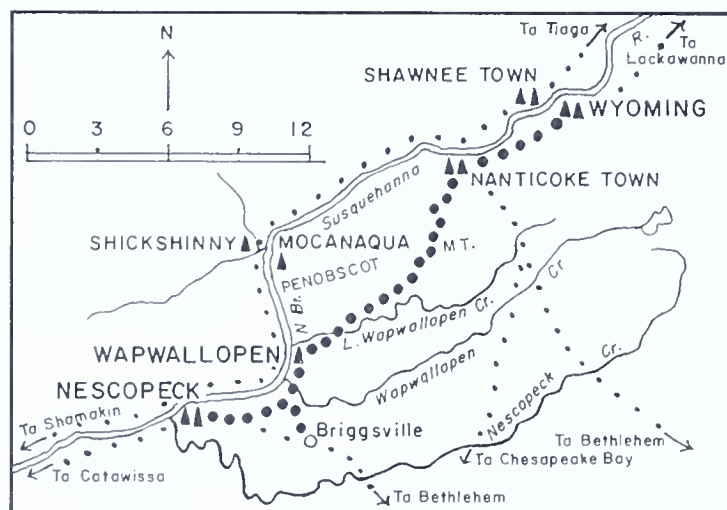
One of the many ways to reach Wyoming (Wilkes-Barre) from Bethlehem or Gnadenhütten was to take the Nescopeck Path as far as Briggsville in Nescopeck Township, Luzerne County, and from there go north to Wapwallopen. From Wapwallopen a hill path led up the valley of

Little Wapwallopen Creek and over Penobscot Mountain to Nanticoke. From Nanticoke a good path led to Wyoming.

In recorded times, this was a "blind" path, overgrown and difficult to follow. Bernhard Adam Grube and Godfrey Rundt, Moravian missionaries who traveled it in 1754, left a description of it in their diary:

July 23.—Started early [from Gnadenhütten on the Lehigh] and reached Wapwallopen. It rained hard and we were drenched, so we passed Wapwallopen and spent the night near the Susquehanna, where we made ourselves quite comfortable.

July 24.—We went up the Susquehanna to Thomas Lehmann, an Indian acquaintance. He gave us milk and was very friendly. He told us of a nearer route to Wyoming, this side of the Susquehanna, which led over the mountains. It consisted of a narrow foot-path which disappeared



WAPWALLOPEN PATH

after awhile. We had to determine our course by notched trees; but these became scarce and soon none remained. We turned to the left towards a mountain from which, to our great surprise, we could overlook the plain. We pushed our way through the forest with much difficulty.

Came to the Susquehanna where we had to cross a swampy creek; and then, traversing a plain this side of the river, we arrived at a former Nanticoke town. We followed a foot-path to the right, and were soon met by Joachim, Simon and another Indian, who greeted us in a friendly manner, and showed us a fallen tree on which to cross the creek. Towards evening we arrived at several plantations along the Susquehanna, where we found the aged Moses and his wife, and several sisters hoeing corn. They came and shook hands and greeted us. Then Moses took us across the Susquehanna to a Shawanese town.<sup>1</sup>

#### FOR THE MOTORIST

This route can be followed over Penobscot Mountain to Wilkes-Barre (Wyoming) by taking *Pa. 29* north from Wapwallopen to the mouth of Little Wapwallopen Creek and then turning right on *L. R. 40026* to Slocum Corners. Turn left on *L. R. 40022*, then right on *40120* to Follstown. Turn left on *L. R. 40034*, follow it to a T at Sheatown, and there turn right on *L. R. 40033* for Wilkes-Barre.

<sup>1</sup>"Diary of a journey made by the Brethren Grube and Rundt to Wajomik 1754," Wyoming Historical and Geological Society, *Proceedings*, VIII (1902-1903), 172-73.

## 124. Warm Spring Path

*From Mercersburg to Berkeley Springs, Va.*

The Warm Spring Path was a branch of the Tuscarora Path. Going south out of Mercersburg in Franklin County, it bore west of the Tuscarora Path. In about four miles it passed a lane on the left leading to the house known locally as Fort Marshall. Thence it ran between Two Top Mountain and Claylick Mountain into Blair Valley and so on into Maryland. At Union Bethel Church, which is about five and a half miles south of Fort Marshall, it turned west through Stone Cabin Gap—a landmark which is also known as Stony Gap, Hanging Rock Gap, and Polecat Hollow.

After following Lanes Run (which heads on the slopes of Two Top Mountain) for about a

mile and three-quarters, it turned southwest over the hills to Indian Springs. Thence it ran along the north bank of the Potomac River to the vicinity of Hancock, where there was a good ford. About six miles south of Hancock it came to the Warm Spring (Berkeley Springs).

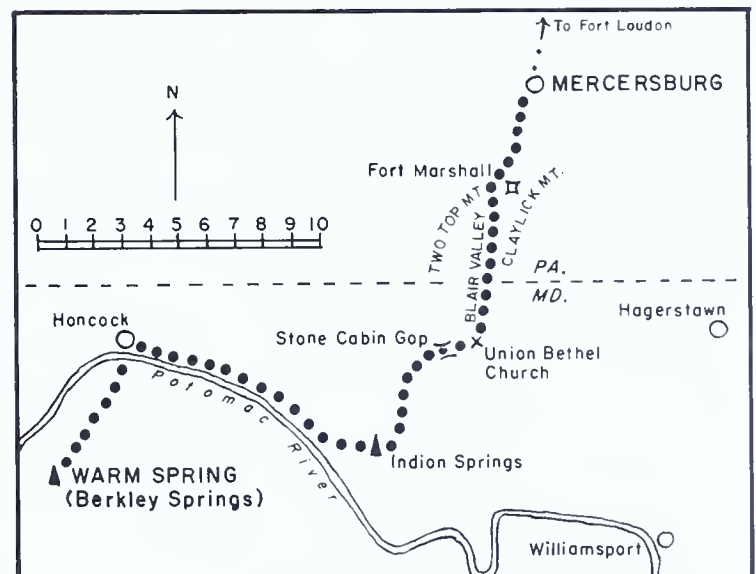
Tradition has it that the Warm Spring, which maintains a temperature of seventy-four degrees, summer and winter, was visited by Indians from north and south. Some came for its reputed medical properties. Others came because it was a convenient site for intertribal conferences. It is said that its waters, in the words of Dr. B. Franklin Royer of Greencastle,<sup>1</sup> were "held so sacred by the Indians that no blood was ever shed in their vicinity."

#### FOR THE MOTORIST

From Mercersburg take *Pa. 75*, which runs parallel to, but a little to the east of, the path as far as Shimpstown. There turn right on a township road and go southwest for about  $1\frac{3}{4}$  miles. Immediately after crossing Licking Creek, take the left fork south. In  $\frac{1}{4}$  mile, a lane bears left to Fort Marshall.

Continue south past the Fort Marshall lane for about  $5\frac{3}{4}$  miles through Blair Valley. Then turn right through Stone Cabin (Stony) Gap and follow the road to Indian Springs. Turn right on the National Road (*U. S. 40*) for Hancock, and there take *U. S. 522* south for Berkeley Springs.

<sup>1</sup>Letter to the present writer, June 29, 1952.



WARM SPRING PATH

## 125. Warriors Paths to the Potomac

In colonial days, white men were inclined to call any Indian path not in common use by white traders a "Warriors Path." That name was sometimes given to the Catawba Path, the Catfish Path, the Paxtang Path, the Tuscarora Path, the Virginia Road, and the path from Wyoming that crossed the West Branch of the Susquehanna at the mouth of Warrior Run. In this last connection, it is ironical that Warrior Run Church, having received its name from the stream which received its name in turn from the path, should now serve to commemorate—though indirectly—the warrior bands who passed this way from the Great Island to Wyoming during the French and Indian War.

When Indians employed the term "Warriors Path," however, it was usually with milder connotations than when white men spoke of it and with a better understanding of its normal use. All able-bodied men were by courtesy called "warriors." The meaning of the word was not limited to members of a war party. So it is that historic records of the so-called Great Warriors Path (from Athens to Sunbury) show it to have been used, for the most part, by peaceful travelers, ambassadors with their retinue, and Indian refugees with their women and children seeking new homes in the north. The same was true of the Tuscarora Path—the refugee highway *par excellence*—although the northern end of it from Port Royal to Selinsgrove is still known as the Warriors Path.

Certain paths running south through Pennsylvania to the country of the Catawbas, with whom the Iroquois were perpetually at war, were, indeed, not infrequently used by war parties. Some of these paths fanned out from Shamokin (Sunbury) and from the Great Island (Lock Haven), thence following the valleys that swept in a great arc through Pennsylvania to the Potomac River. In early times the main Iroquois highway to the south lay east of the Allegheny Mountain; but, after the coming of white settlers who insisted that their clearings pre-empted the Indians' right of way, the Warriors Path was pushed ever farther west: from the Virginia Road to the Tuscarora Path, the Penns Creek Path, and finally the Catawba Path and its offshoots in Western Pennsylvania.

In central Pennsylvania three important paths running south from the Iroquois country retain the name "Warriors Path." They are: (A) the Warriors Path through Bloody Run (Everett) to Opessah's Town (Oldtown, Md.); (B) the Warriors Path through Manns Choice to Cresaptown, Md.; and (C) the Warriors Path through Rays-town (Bedford) to Wills Creek (Cumberland, Md.) Some of the problems touching their location have been most ably handled by William B. Marye in the *Pennsylvania Archaeologist*.<sup>1</sup>

<sup>1</sup>"Warriors Paths," *Pennsylvania Archaeologist*, XIII, No. 1 (January and April, 1943), 4-26; and XIV, No. 1 (April, 1944), 4-22.

## A. Warriors Path: Through Bloody Run

*From Huntingdon to Oldtown, Md.*

Standing Stone (Huntingdon) was a trail center of some importance. Here the Frankstown Path intersected a path coming down from the Great Island through Bald Eagle's Nest and continuing south as "the Warriors Path" through Bloody Run (Everett) to what was at one time known as Opessah's Town (Oldtown, Md.) on the Potomac River.

From Standing Stone the Warriors Path, after crossing the Juniata, ran west for about a mile and then swung southwest past McConnellstown and Marklesburg. It ran on through Woodcock Valley, which is walled by the Tussey Mountain on the west, to Shy Beaver. It crossed Ravers Run, Yellow Creek, and Pipers Run to Tatesville, and came to Bloody Run on the Juniata.

The origin of the name Bloody Run is in some doubt. The popular tradition is that during the Indian wars the stream ran with the blood of white men. Joshua Gilpin, who spent the night of September 21, 1809, at Bloody Run, heard that "Bloody Run takes its name from a battle fought between the Indians & the whites in which the latter were all killed."<sup>1</sup> There is no historic evidence to support this conventional tale of massacre. Another explanation of the name comes from the Moravian missionaries. According to them, on at least two separate occasions a reddish substance "had boiled out of the earth [on the bank] for several hours successively," turning yellow after exposure to the air.<sup>2</sup>

At Bloody Run, the Warriors Path crossed the Juniata and ran southwest through Black Valley, between Warrior Ridge on the east and Tussey Mountain on the west. About six miles from the crossing of the Juniata it picked up Clear Creek and followed it for about three miles to near its source. Then in a few hundred yards it came to the southward-flowing Sweet Root Creek and followed its west bank for four and a half miles. Hugging the steep slopes of Warrior Ridge, it ran five miles to the mouth of Black Valley Gap (which it did not enter), and for another five miles kept close to Iron Ore Ridge. After

passing the mouth of Flintstone Gap a mile and a half below the Maryland border, it turned east into Murley's Gap, a mile south of Flintstone Gap,<sup>3</sup> and ascended to the summit of Warrior Ridge or Warrior Mountain.<sup>4</sup> Running along the summit for ten miles or more, it descended to the Potomac at Oldtown, where Colonel Thomas Cresap had a trading post that catered to (among other persons) members of Iroquois war parties.

It appears that Christopher Gist in 1750 traversed the summit of Warrior Mountain. Under date of October 31, he wrote: "Set out from Col<sup>o</sup> Thomas Cresap's at the Old Town on Potomack River in Maryland, and went along an old Indian Path N 30 E about 11 Miles."<sup>5</sup> It is true that the south end of the Warrior Mountain lies about three miles northwest of Oldtown. But, once on the ridge, a traveler would take a course for a good ten miles that lay thirty degrees east of north to Murley's Gap.

### FOR THE MOTORIST

From Huntingdon take *Pa. 26* and follow it through McConnellstown and Marklesburg. About 12 miles beyond Marklesburg, turn right on *L. R. 05063* and follow it first west and then south until (shortly after crossing *Pa. 26*) it meets *L. R. 05057*. Turn right on *05057* and follow it for about 2½ miles to Cypher.

At Cypher, turn right (west) on *L. R. 05056* for about ⅓ mile, and then turn left (south) on *L. R. 877*. At Tatesville pick up *Pa. 26* and follow it to Everett. Take *L. R. 05018* out of Everett and follow it for about 13 miles to its junction with *Pa. 326*. Follow *326* south across the border to Flintstone on the National Road (*U. S. 40*). There is no longer a road along the summit of Warrior Mountain to Oldtown. Between Flintstone and Oldtown the motorist will have to take any local road he finds convenient.

<sup>1</sup> *Pennsylvania Magazine of History and Biography*, L, 380-81. See also the Journal of Arthur Lee, November 27, 1784, in John W. Harpster's *Pen Pictures of Early Western Pennsylvania* (Pittsburgh, 1938), 151; Charles A. Hanna, *The Wilderness Trail* (New York, 1911), I, 277.

<sup>2</sup>See the Travel Diary of Jungman, Oppelts, and Mortimer, from Bethlehem to Gnadenhütten on the Muskingum, May 12, 1799, Archives of the Moravian Church, Bethlehem, Pa.

<sup>3</sup>For a discussion of this, see William B. Marve, "Warrior Paths," *Pennsylvania Archaeologist*, XIII. No. 1

(January and April, 1943), 9, 23.

<sup>4</sup>This latter is the name given on the U. S. Geological Survey Map, Flintstone Quadrangle, 1944. See Marve, *op. cit.*, p. 18, n. 47.

<sup>5</sup>*Christopher Gist's Journals*, William M. Darlington, ed. (Pittsburgh, 1893), 32.

## B. Warriors Path: Through Manns Choice

*From Frankstown to Cresaptown, Md.*

On the Warriors Path headed south from Frankstown, several paths from the north converged: the Bald Eagle Creek Path, the Warriors Mark Path, and the Penns Creek Path.

On leaving Frankstown, the Warriors Path for Cresaptown (six miles southwest of Cumberland, Md.) remained on the east side of the Frankstown Branch of the Juniata, hugging the steep sides of first Short and then Dunning Mountain, avoiding thus the too-well-watered low banks on the west side of the stream. The path crossed Hatter Creek at the mouth of McGee Gap, passed Claysburg, followed Boiling Spring Run through what used to be known as Indian Path Valley (now Moses Valley),<sup>1</sup> and came to a landmark known as the Three Springs.

Several places contend for the honor of being the historic Three Springs. Surveys made in the year 1767 on warrants dated 1762, show at least two sets of triple springs. They are within a mile of each other, and both discharge their waters into the Frankstown Branch. This was a well-watered valley. Between Thomas Cook's tract,<sup>2</sup> which shows "3 Springs," and Henry "Boquet's" tract<sup>3</sup> named "Three Springs" (the springs are clearly shown about a mile south of Thomas Cook's) there lay Joseph Cook's tract,<sup>4</sup> which carried the name "Springfield."

Still another set of spring triplets was born of Mother Earth a little farther on. They were in Indian Path Valley, which at this end is now known as Three Springs Valley. On the Three Spring Valley Farm, several miles south of Henry Bouquet's Three Springs tract, you may still see three springs in fairly close proximity. But these contribute their waters to a southward-flowing stream (known in 1762 as Halfway Run)<sup>5</sup> and are not to be confused with the northward-flowing Three Springs of 200 years ago.

The Indian path crossed Halfway Run (from

north to south) near its head, and continued toward Osterburg, which it passed a little to the east. Beyond St. Clairsville, it ascended Blackoak Ridge, ran along the top for nearly three miles, and came down to cross Dunning Creek at what is now Cessna. About a mile farther on, the path came to a fork, one branch going through Raystown (Bedford) while the other went through Manns Choice.

From Cessna, war parties headed south could save time by taking the Manns Choice route. They came first to the Parting of the Ways near Napier. Here the Glades Path left the Raystown Path. The warriors followed the Glades Path for three miles, crossed the Juniata at Manns Choice, and went up the valley of Buffalo Run, which lies west of Wills Mountain, to Buffalo Mills. Crossing the height of land into the valley of Little Wills Creek, they passed Madley, Fossilville, and the village of Wills Creek. At Hyndman they ascended the ridge that parallels Wills Creek from the west, followed it for about five miles, and came down to the creek again before crossing the State line into Ellerslie, Md. From Ellerslie they followed Wills Creek to Corriganville at the mouth of Jennings Run (where the Turkeyfoot Path emerged from the hills), and in another mile and a half turned right up what is now known as Braddock Run. This they followed for two or three miles, then crossed it and went south to Cresaptown on Warrior Run. Here the two routes from Cessna (*via* Manns Choice and Raystown) came together and proceeded up the North Branch of the Potomac.

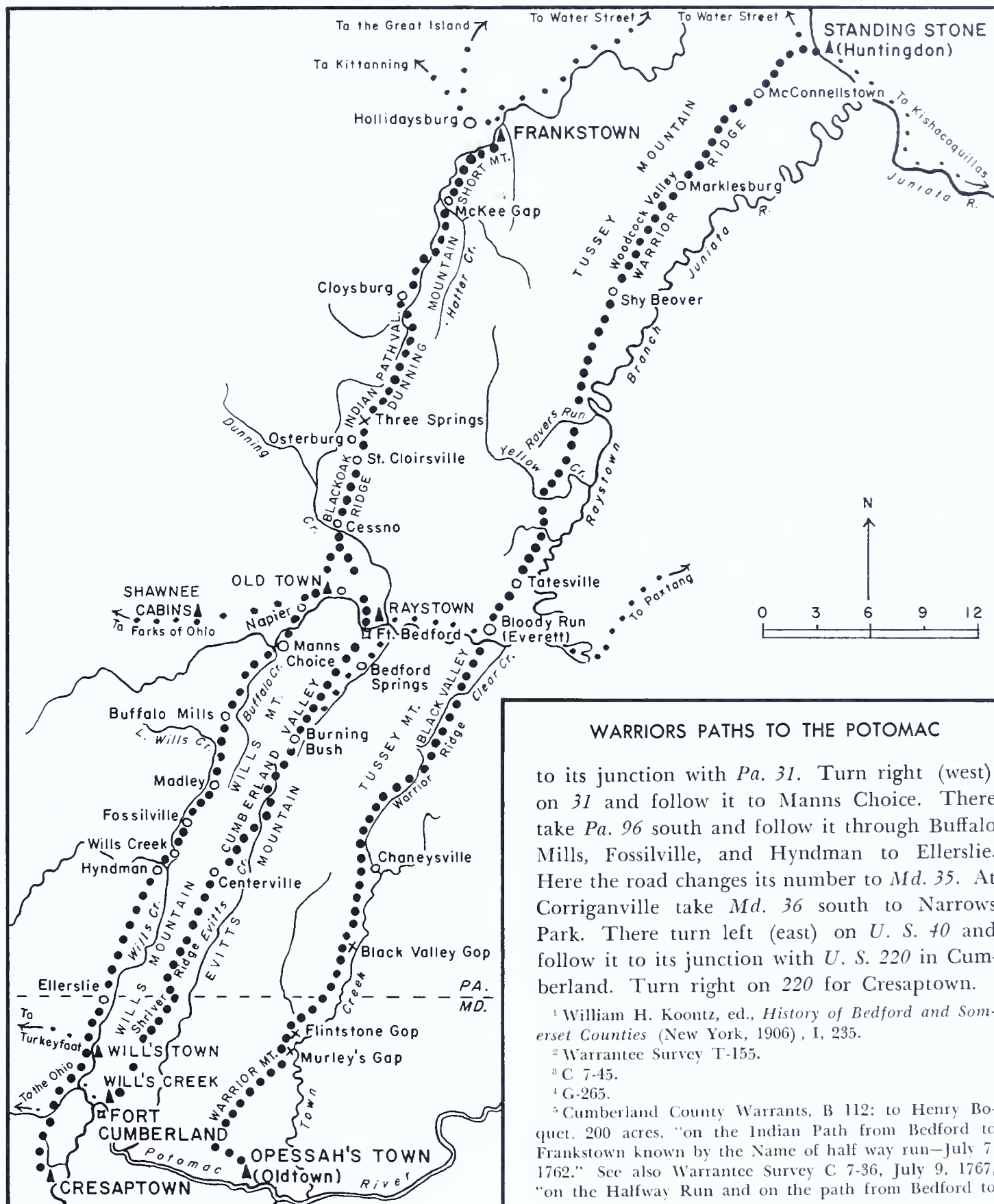
### FOR THE MOTORIST

From the present Frankstown (formerly Frankstown Sleeping Place, opposite Frank Stevens' trading post), which is on U. S. 22 about 2 miles east of Hollidaysburg, take L. R. 07011 south. In

about a mile it passes the site of the original Frankstown, on the south side of the Frankstown Branch of the Juniata, opposite the mouth of the Beaverdam Branch. Continue on 07011, keeping on the east side of the river, to McKee.

Cross the Juniata, turn left (south) on U. S. 220, and follow it through Claysburg and St. Clairsville to Cessna.

About a mile south of Cessna, take the right fork, L. R. 05047, and follow it for about 4 miles



### WARRIORS PATHS TO THE POTOMAC

to its junction with Pa. 31. Turn right (west) on 31 and follow it to Manns Choice. There take Pa. 96 south and follow it through Buffalo Mills, Fossilville, and Hyndman to Ellerslie. Here the road changes its number to Md. 35. At Corriganville take Md. 36 south to Narrows Park. There turn left (east) on U. S. 40 and follow it to its junction with U. S. 220 in Cumberland. Turn right on 220 for Cresaptown.

<sup>1</sup> William H. Koontz, ed., *History of Bedford and Somerset Counties* (New York, 1906), I, 235.

<sup>2</sup> Warrantee Survey T-155.

<sup>3</sup> C 7-45.

<sup>4</sup> G-265.

<sup>5</sup> Cumberland County Warrants, B 112: to Henry Boquet, 200 acres, "on the Indian Path from Bedford to Frankstown known by the Name of half way run—July 7, 1762." See also Warrantee Survey C 7-36, July 9, 1767, "on the Halfway Run and on the path from Bedford to Frankstown."

## C. *Warriors Path: Through Raystown*

*From Frankstown to Cumberland, Md.*

From Frankstown to Cessna, the Raystown branch of the Warriors Path was identical with the branch through Manns Choice (*q.v.*). But, at the forks a mile south of Cessna, it separated, bearing left. Thence it traveled for about four miles over gentle hills to a point half a mile east of Wolfsburg, where it came down to the Juniata River. Keeping east of the river and hugging the base of the cliffs beside it, the path came in another two miles to the ford at Raystown (Bedford). At an earlier time it may have gone round by the original Raystown, Ray's trading post at the mouth of Dunning Creek, in which case the ford would have been the one used by travelers from the east on the Raystown Path, about half a mile east of present Bedford.

Exactly how the path left Bedford for the south is a matter of some question. Probably there were alternate routes. If it crossed the Juniata by the old ford on the Raystown Path, it probably ran southwest through Bedford Springs and, as the modern road (*U. S. 220*) does, kept high above Shobers Run and in about three and a half miles passed through the gap into

Cumberland Valley. From Fort Bedford, however, a more convenient route entered Cumberland Valley directly from the west end of Bedford and joined the other route near Burning Bush. From that point, its course was like that of the modern road, down the long valley walled by Wills Mountain on the west and Evitts Mountain on the east. Passing Centerville, it swung east through the gap in Shriver Ridge at the Mason and Dixon Line, turned southwest again between Shriver Ridge on the right and Evitts Creek on the left, and so came to the mouth of Wills Creek at Cumberland, Md.

### FOR THE MOTORIST

From Frankstown, follow the route recommended for the Manns Choice branch as far as Cessna; or, if speed is essential, take *U. S. 22* west through Hollidaysburg and Duncansville to the junction with *U. S. 220* and follow 220 to Cessna. From East Freedom (opposite McKees Gap), the road is never far from the old path.

From Cessna, continue on *U. S. 220* through Bedford to Cumberland, Md.

## 126. *Warriors Branch*

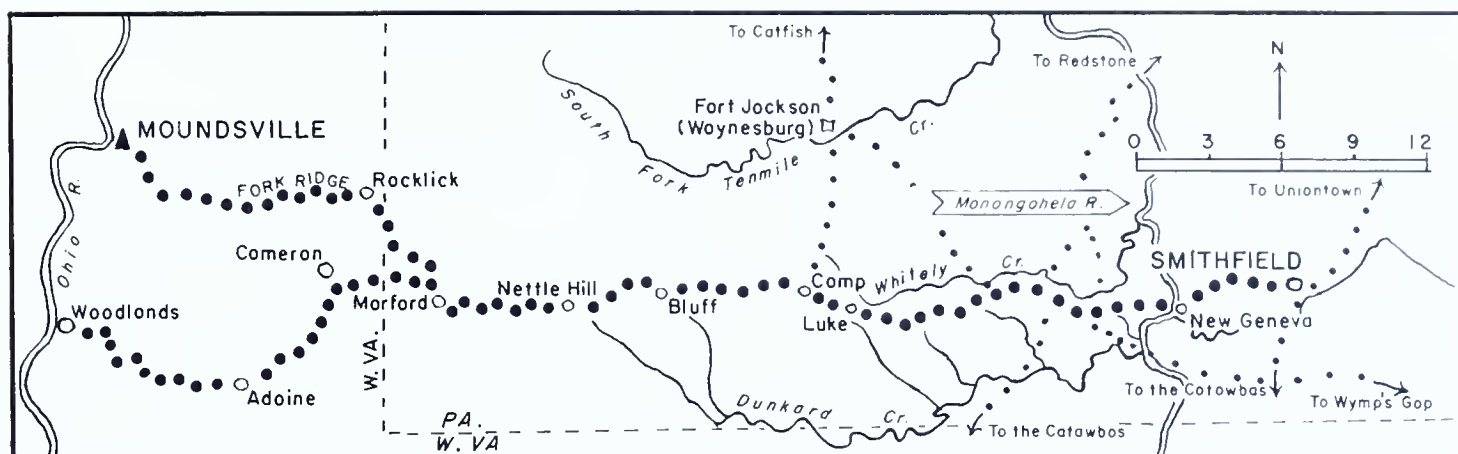
*From Smithfield to Moundsville, W. Va.*

The Warriors Branch, an offshoot of the Catawba Path south of Uniontown, Fayette County, ran west to cross the Ohio River at Moundsville and continued through Ohio and Kentucky to Tennessee. It was sometimes known as the Great Warriors Path and also as the Wheeling Path.

It left the Catawba Path in southwest Fayette County, probably at, or perhaps two or three miles south of, Smithfield, crossing the Monongahela either at the mouth of George's Creek (New Geneva, a mile northeast of Albert Gallatin's home, Friendship Hill) or at the mouth of Dunkard Creek (a mile south of Friendship

Hill). In any case, it climbed to the head of Miners Run and ran along the summit of the winding ridge between Whiteley Creek and Dunkard Creek, passing Luke, Camp, Bluff, and Nettle Hill to Morford. There the path forked, the branch to the left running to the vicinity of Woodlands at the mouth of Fish Creek on the Ohio, while that to the right ran north to Rocklick, where it ascended Fork Ridge (between Grave Creek and Middle Grave Creek), and followed it to Moundsville, where it crossed the Ohio River. Another branch ran north to Wilunk (Wheeling).

Dr. Paul Stewart, former president of Waynes-



### WARRIORS BRANCH

burg College, who has studied this path and walked over much of it, gave this description of it to the present writer:

It crossed the Ohio at the mouth of Graves Creek. Another branch came in at the mouth of Fish Creek. The Indians crossed at fords, and they immediately got to the high ground. From the Ohio, this trail ran to Morford Post Office in the extreme southwest corner of Greene County. From Morford Post Office it went to Centennial Church, keeping right on the ridge. From Centennial Church you come to Nettle Hill. From there you come to the top of Grimes Hill. From Grimes Hill to Bluff (known to most people as Gabbletown) it appears as a crease in the hilltop. From Gabbletown go to Knisely School House, keeping on the ridge. From Knisely School House, you go to Brant Summit. This is a real ridge trail. There are no big dips.

James Veech, writing in *The Monongahela of Old*, finds other connections between the Warriors Branch and other continental paths:

A tributary trail [tributary to the Catawba Path], called the Warrior Branch, coming from Tennessee, through Kentucky and Southern Ohio, came up Fish creek and down Dunkard, crossing Cheat river at M'Farland's.<sup>1</sup>

Veech was under the impression that the Warriors Branch came down Dunkard Creek. Undoubtedly there was a trail-crossing at the mouth of that creek, but it is doubtful if the *main* trail followed the creek's deep and tortuous valley. It is more likely that warriors headed for Kentucky and Tennessee took the convenient ridge described by President Stewart.

That there were trails of some sort in the vicinity of Dunkard Creek, as well as on the ridge, goes without saying. Indians went almost everywhere. But "warriors paths" were usually *through* routes (like the Pennsylvania Turnpike) designed for distant travel and for speed. It would be strange if warriors passing through Greene County in a hurry did not make use of a good ridge path when one was available. Indian warriors were not looking for the picturesque, but for efficiency.

That there was an old path running along the ridge that separates Dunkard Creek from Whiteley Creek is made clear in an early description of the bounds of proposed Dunkard Township, Greene County, December, 1794, which Dr. Raymond Martin Bell of Washington and Jefferson College has transcribed for the present writer:

Beginning at the mouth of Minors run [a mile north of the mouth of Dunkard Creek] on the Monongahela River, thence up said run till it strikes the old Wheeling path, continuing on the path to the summit of the ridge dividing Dunkard and Whiteley Creeks, continuing on the ridge to the line, the lower or eastern district, to be called Dunkard Township.<sup>2</sup>

It is not unlikely that Indians from Ohio and Tennessee, going north on the Catawba Path, crossed the Monongahela at the mouth of Georges Creek, while those going south or east crossed at the mouth of Dunkard Creek. The latter are said to have used an extension of the Warriors Branch as a short cut to Wills Creek (Cumberland, Md.) and the Potomac.

<sup>1</sup> (Pittsburgh, 1892), 25.

<sup>2</sup> Petitions for new townships, Court of Quarter Sessions, Washington, Pa. (in courthouse attic).

## 127. Warriors Mark Path

*From Warriors Mark to Clearfield*

There is good evidence of the existence of a path from Warriors Mark to Clearfield, although little is known with certainty about the precise course it took. There is a reference to it among the survey notes of Samuel Wallis. Under date of January 18, 1793, a group of land tracts is described as "beginning with Diffenderfer and ending with Chester Hagen Situate on the waters of Clearfield Creek—and on the path leading from the Warriors Mark to Clearfield. . . ."<sup>1</sup>

If the Warriors Mark there mentioned is the well-known landmark whose name is preserved in the town of Warriors Mark in Huntingdon County, then the path referred to in the Wallis Papers is a continuation of one from Frankstown, which ran north through Yellow Spring to Water Street and, crossing the Little Juniata above Spruce Creek, proceeded directly north to the Warriors Mark.

On its way from the Warriors Mark to Clearfield, the path probably crossed Bald Eagle Mountain by the gap above Spring Mount. It would then ford Bald Eagle Creek at the village of Bald Eagle (where Chief Bald Eagle is said to have had a camp), and ascend the Allegheny Mountain by the same route as that taken by the old Philipsburg-Tyrone Road, which kept on the height of land between Big Fill Run and California Hollow. It surmounted the final wall of the Allegheny Mountain through the valley of Bright Run.

From what is now Sandy Ridge, it would be natural for this path to follow the convenient ridge now used by *Pa. 350* to Philipsburg, where it would join Bald Eagle's Path. There is, however, another possibility. Vernoy Davis, formerly of Philipsburg, reports a tradition that the Warriors Mark Path, just before reaching Sandy Ridge, turned east down Cabbage Hollow and Cold Stream to meet Bald Eagle's Path at present Philipsburg. He reports another tradition that from Sandy Ridge the Warriors Mark Path ran west down the hollow to the vicinity of Osceola Mills, where in bad weather there was a better crossing of Moshannon Creek than at Philipsburg. If this route were used, the path would likely reach Bald Eagle's Path a little west of

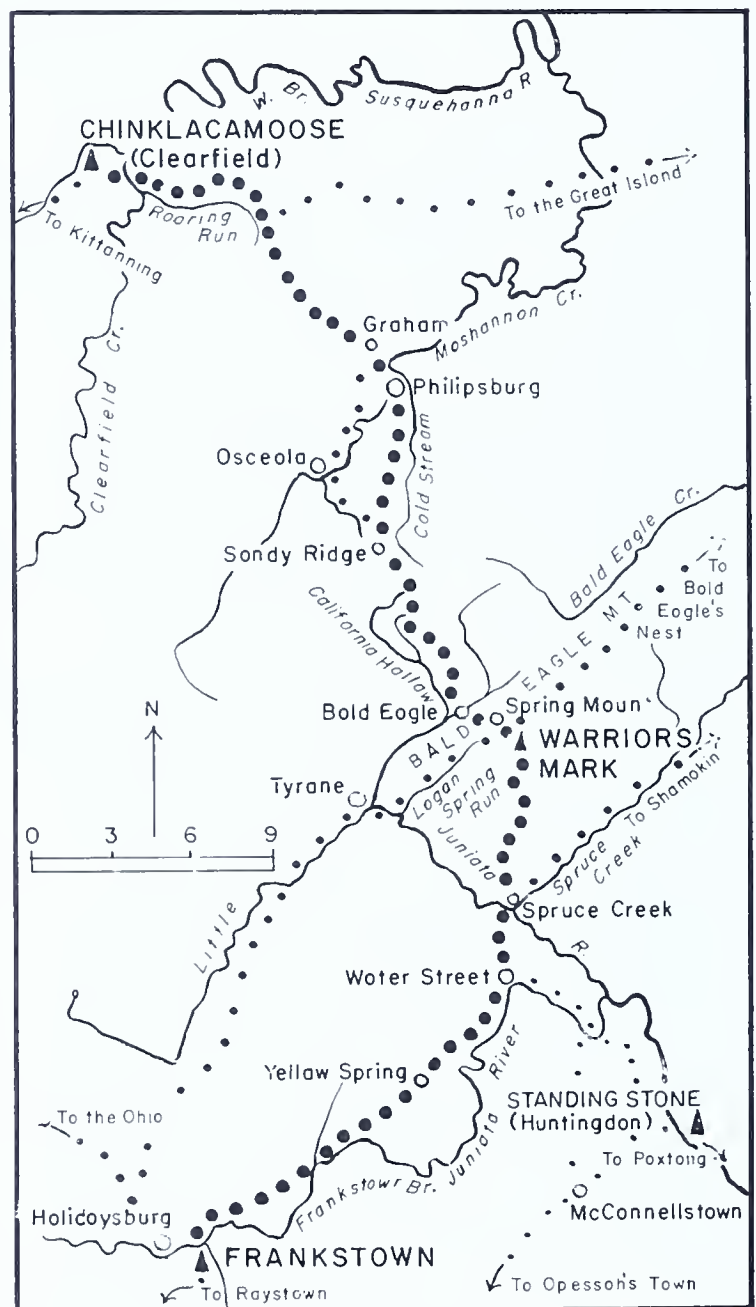
Graham, joining the Great Shamokin Path near the head of Roaring Run, and so proceed to Clearfield.

See also *Bald Eagle's Path*.

### FOR THE MOTORIST

From Warriors Mark, take *L. R. 524* over Bald Eagle Mountain. Cross Bald Eagle Creek, take *Pa. 350* to Philipsburg, and from there take *U. S. 322* to Clearfield.

<sup>1</sup> Wallis Papers, Reel 7, Historical Society of Pennsylvania.



WARRIORS MARK PATH

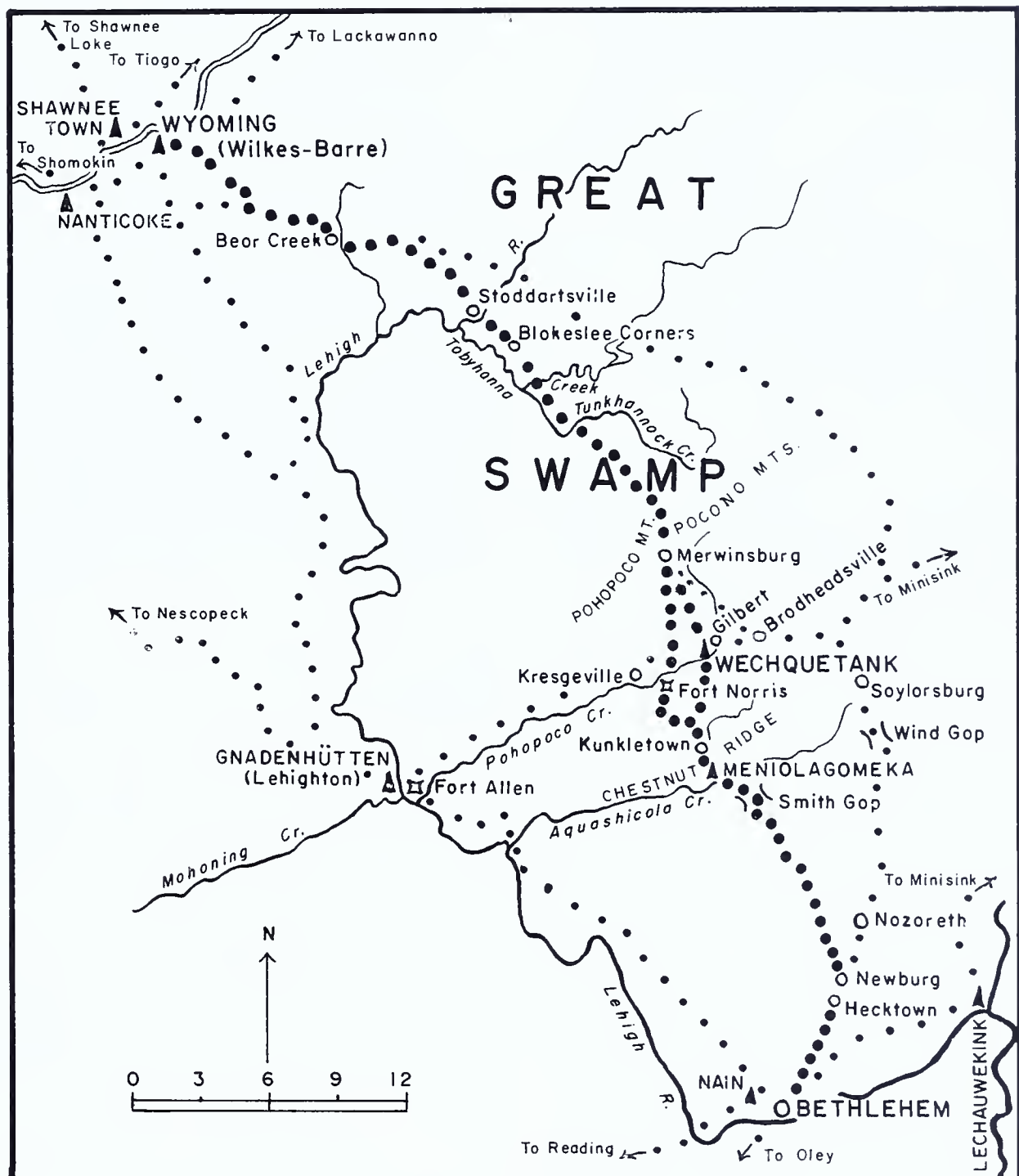
# 128. Wechquetank Path

*From Bethlehem to Wilkes-Barre*

The Wechquetank Path was the "New Path" to Wyoming, sometimes called David's Path.<sup>1</sup> It was used by the Moravians in 1765, after their return from Philadelphia, on the way with their Indian converts to a new home at Wyalusing. The path received its name from the fact that it passed through Wechquetank (Gilbert), an

Indian mission town which the Moravians founded in 1760 but evacuated in 1763 when it was threatened by the Paxton Boys during Pontiac's War.

From Bethlehem the Wechquetank Path ran north through Hecktown to Newburg. There it



WECHQUETANK PATH

took the left fork (the right fork led to Nazareth and the Wind Gap), and proceeded by way of Christian Spring and Moorestown to Smith Gap in the Blue Mountain. Descending from Smith Gap to the Delaware Indian town of Meniolagomeka (Teedyuscung's home before 1749 or 1750)<sup>2</sup> on Aquashicola Creek, the path crossed Chestnut Ridge to Kunkletown. It climbed over Weir Mountain, either directly to Wechquetank or by way of the gap (beyond the head waters of Chapple Creek) near the mouth of which, by Pohopoco Creek, Fort Norris was built in 1756. It is probable that a branch of the path to Wyoming proceeded directly north from Fort Norris over Pohopoco Mountain.

The branch through Wechquetank proceeded north to Merwinsburg on Pohopoco Creek, in this vicinity joining with the branch from Fort Norris. The path went on over the Pocono Mountains and through what was known as the Great Swamp, taking the same route as that later taken by the Wilkes-Barre and Easton Road (*Pa. 115*) through Blakeslee Corners, Stoddartsville, and Bear Creek to Georgetown and Wyoming (Wilkes-Barre).

Another way from Bethlehem to Wechquetank was by Nazareth, the Wind Gap, and Saylorsburg. At Saylorsburg, branching left from the Sullivan Road, a path led northwest to Mul-

haney and from there west to Brodheadsville and Wechquetank (Gilbert).

#### FOR THE MOTORIST

From Bethlehem take *Pa. 191* (the road to Nazareth) north as far as Newburg, and there branch left on *Pa. 946* for Moorestown. From Moorestown no modern road traces the old path to Smith Gap, but a complex of small roads will carry you north-northwest to the very foot of the Blue Mountain. A road approaches the Gap from a point about a mile south and west of it. Your eye will direct you.

After you descend the mountain into Monroe County, *L. R. 45002* will take you down to Kunkletown. (From there, the Moravian Indian town of Meniolagomeka is about a mile to the southeast.) In this area it is impossible to trace the path exactly on modern roads, but the general route may be followed from Kunkletown if you take *L. R. 45003* north through Gilbert (Wechquetank) to Effort. At Effort, take *Pa. 115* and follow it north through Stoddartsville to Wilkes-Barre. *Pa. 115* keeps close to the old path.

<sup>1</sup> John Heckewelder, *History, Manners and Customs of the Indians Who Once Inhabited Pennsylvania and the Neighbouring States* (Philadelphia, 1876), 166-68.

<sup>2</sup> Anthony F. C. Wallace, *King of the Delawares: Teedyuscung 1700-1763* (Philadelphia, 1949), 39.

## 129. Wyalusing Path

*From Wyalusing to Muncy*

From the Moravian Indian village of Frieden-shütten (two miles down the river from the present Wyalusing at the mouth of Wyalusing Creek), the Wyalusing Path crossed the Susquehanna River to the mouth of Sugar Run Creek. Thence it ran up the creek valley, ascended Bartlett Mountain, and entered the wilderness on Dutch Mountain. It followed a course between the swamps at the head of Loyalsock Creek to the west and of Mehoopany Creek to the east.<sup>1</sup>

About twelve miles from the Susquehanna there was a favorite stopping place for travelers, known as the "Sign of the Goose." This was probably "the Moravian Cabbin" referred to in

Northumberland County Warrant F 86.<sup>2</sup> The path continued south from the cabin for another two miles and then turned southwest past High Cobble and along the westernmost spur of Dutch Mountain.

It is not known exactly how it made its way from Dutch Mountain to Muncy Creek, but it probably ran southwest along the ridge, crossing Painter Den Creek at its junction with Wolf Run, and following another ridge in the same direction to meet Muncy Creek at the mouth of Lopez Pond Branch. On the other hand, it may have crossed Lopez Creek at its junction with Painter Den Creek, followed the ridge overlook-

ing Lopez Creek from the north, and come down to Muncy Creek at the mouth of Peters Creek. Certainly it struck Muncy Creek above the mouth of Elk Creek at Nordmont.

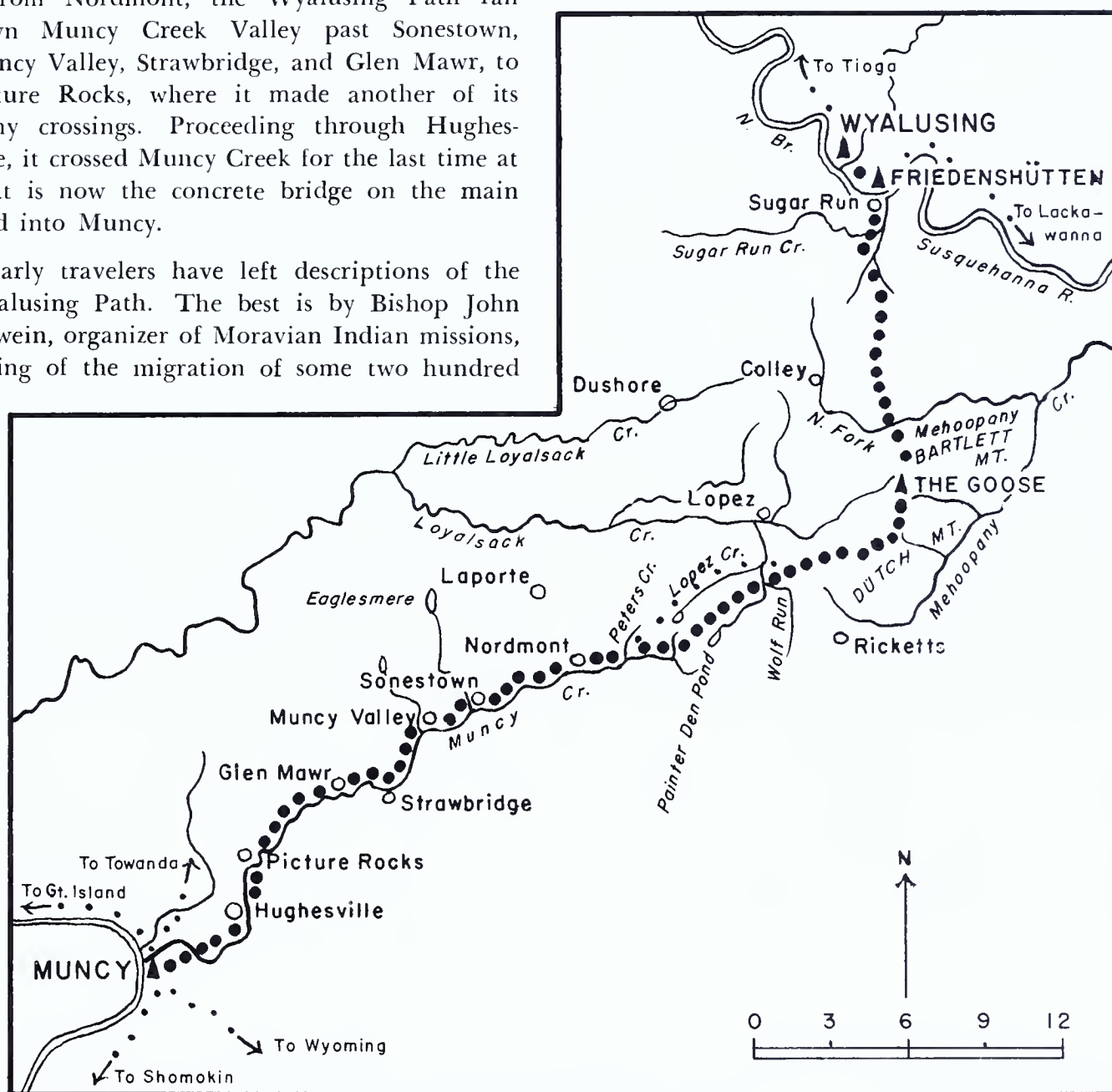
That the path encountered the narrows of Muncy Creek near its headwaters and followed its windings all the way down, is attested by Bishop John Ettwein, who, in describing his journey over this path in June, 1772, said he crossed Muncy Creek thirty-six times.<sup>3</sup> Samuel Harris, who came this way in May of the same year, crossed it twenty times.<sup>4</sup> Northumberland County Warrants G 446 and 447 describe certain tracts of land as at the 13th, 14th, and 15th crossings of Muncy Creek.<sup>5</sup>

From Nordmont, the Wyalusing Path ran down Muncy Creek Valley past Sonestown, Muncy Valley, Strawbridge, and Glen Mawr, to Picture Rocks, where it made another of its many crossings. Proceeding through Hughesville, it crossed Muncy Creek for the last time at what is now the concrete bridge on the main road into Muncy.

Early travelers have left descriptions of the Wyalusing Path. The best is by Bishop John Ettwein, organizer of Moravian Indian missions, telling of the migration of some two hundred

Delaware and Mahican Indians under his care, with their horses and cattle, from Friedenshütten to new homes on the Tuscarawas River in what is now Ohio. The following entry is under the date June 11, 1772:

After we crossed the Susquehanna at the ford [now Sugar Run Ferry] our way led straight to the mountains, and after proceeding two miles, we entered the Great Swamp, where the undergrowth was so dense that oftentimes it was impossible to see one another at the distance of six feet. The path was frequently a blind one and yet along it sixty head of cattle and fifty horses and colts had to be driven, and it needed careful watch to keep them together. We lost but one young cow from the entire herd. Every morning however,



WYALUSING PATH

it was necessary to send drivers back, as far as ten miles, to whip in such as would during the night stray off. At our first night's encampment two of our Indians lost themselves while in search of straying cattle, and several hours elapsed before we could reach them with signal guns. It was daily a matter of astonishment to me, that any man should presume to traverse this swamp, and follow what is called a path. It is at least sixty miles in diameter. On the highlands where the Loyalsock and Muncy creeks head, it is very rocky and almost impassable. There were indications of abundance of ores here. The timber is principally Sugar-maple, Lindens, Ash, Oak and White-pine. What told on me the most was that several days it rained incessantly, and I was wet all day. The path led *thirty six times* across Muncy creek. At intervals here there were exceedingly rich bottoms, and the noblest timber I have seen in America, excepting the cypress in South Carolina and Georgia.<sup>6</sup>

Samuel Harris, surveyor, who came this way in 1774, was no less emphatic in his distaste for this difficult path:

May 10. Left Woyalusing 6 minutes after Six in the morning, Dyned at the Sign of the Goose, Left it  $\frac{1}{4}$  after one Oclock and got over to the Elk Lick on Muncy Creek  $\frac{1}{4}$  before Six Incampt got our Suppers feed our Horses have made our Beeds and not quite dark. I think we had a Hard days Ride OVER THE WORST ROADS IN THE WORLD. We did never Stopt one minute from Woyalusing Till we got to this Place Have  $\frac{3}{4}$  of Hour at the Goos to Dyne.

May 11. Left the Elk Lick on the Head of Muncey about Sun Rise after getting our Breakfast and got to Sam'l Wallises Muncy Farm 20 minutes after Two in the afternoon.<sup>7</sup>

## FOR THE MOTORIST

Since it is much easier to approach the Wyalusing Path from the west than from the east, the motorist is advised to start at Muncy. Take *Pa. 405* to Hughesville. There take *U. S. 220* and follow it through Picture Rocks and Muncy Valley to Sonestown. From Sonestown take *L. R. 611* to Nordmont. *L. R. 56011* will take you 2 miles farther up the creek, but will then cross it and bring you back. There is, in fact, no modern road within miles of the route taken by this path across the mountains.

To pick up the path again on the Susquehanna watershed, the motorist had better return to Sonestown and take *U. S. 220* through Laporte to Dushore. There take *Pa. 87*. Follow it to Colley and about 4 miles beyond. Turn left, and you will be on the old path again, about 3 miles north of the Sign of the Goose. Follow this road across the county line (in Bradford County its number changes to *L. R. 08016*). In about 4 miles it leads you to *Pa. 187* which, still following the path, takes you through Hollenback and down Sugar Run to the Susquehanna opposite the site of the Moravian town of Friedenshütten or Peace Village.

<sup>1</sup> See Warrantee Survey B-449: "Situated on the head of Whoopaning Creek," which shows the "Indian path from Muncy to Wyalusing." See also the surveys of adjoining tracts on Dutch Mountain, south of "the Moravian Cabin" and "about twelve miles from Wyalusing": B-450 and A 76-266, -267, -268, -280.

<sup>2</sup> Joseph Fox, July 22, 1793.

<sup>3</sup> "Rev. John Ettwein's Notes of Travel . . . , 1772," from Friedenshütten, John W. Jordan, ed., *Pennsylvania Magazine of History and Biography*, XXV (1901), 208-209.

<sup>4</sup> "Journal of Samuel Harris," *Now and Then*, IV (1931), 338.

<sup>5</sup> Bureau of Land Records, Harrisburg.

<sup>6</sup> Ettwein, *op. cit.*

<sup>7</sup> *Now and Then*, IV (1931), 338.

## 130. Wyoming Paths

Wyoming was an important Indian center during colonial days, inhabited by refugee tribes under the Iroquois mantle. Many trails converged here.

From the Forks of the Susquehanna and the West Branch above it, there were four distinct paths to Wyoming:

1. *From Shamokin*, up the south side of the East Branch of the Susquehanna, by way of Catawissa, Mifflinville, Nescopeck, Wapwallopen, and Nanticoke. See the *Catawissa Path* and the *Wapwallopen Path*.

2. *From Northumberland*, up the north side of the East Branch of the Susquehanna by way of Danville, Bloomsburg, Berwick, Shickshinny, West Nanticoke, Plymouth, and Kingston. See the *Great Warriors Path*.

3. Either *from the mouth of Warrior Run* by way of McEwenville and Fort Freeland, or *from the mouth of Muddy Run* at Boone's Fort, probably by way of Ottawa or its vicinity through Jerseytown, Mordansville, and the forks of Fishing Creek. From the forks it ran south through the gap between Knob and Huntingdon mountains and followed the bank of Little Shickshinny Creek to the town of Shickshinny, where it joined the Great Warriors Path. An extension of this path in the other direction forded the West Branch of the Susquehanna at the mouth of Warrior Run and proceeded west by what is sometimes called the Culbertson Path to a junction with Logan's Path in Clinton County. It was a short cut from Wyoming to the Great Island.

4. *From Muncy*, probably by way of White Hall and Jerseytown, where it joined the path from Warrior Run to Wyoming (No. 3 above).

From the Delaware River there were five notable paths to Wyoming. These may be consulted under their individual names:

1. *The Lehigh Path*, from Bethlehem by way of Lehighton, Yeager Mountain, Warrior Gap, and Nanticoke.

2. *The Pechoquealin Path*, from Pechoquealin (Shawnee on the Delaware) by way of the Wind Gap.

3. *Sullivan's Road*, from Easton by way of the Wind Gap and Pocono Pines.

4. *The Wechquetank Path* (the "New Path" to Wyoming), from Bethlehem by way of Wechquetank (Gilbert) or its vicinity and Stoddartsville.

5. *The Minisink Path*, from Minisink Island (below Milford) by way of Capoose Meadows (Scranton).

From Gnadenhütten (Lehighton) or Fort Allen (Weissport), the best way to Wyoming, according to John Heckewelder,<sup>1</sup> was by the Nescopeck Path. From Nescopeck, travelers to Wyoming crossed the Susquehanna and finished the journey by the Great Warriors Path. An alternate route from Nescopeck was by the shorter but more difficult Wapwallopen Path.

<sup>1</sup>*History, Manners, and Customs of the Indians Who Once Inhabited Pennsylvania and the Neighbouring States* (Philadelphia, 1876), p. 333, n. 3.

## 131. Wysaukin Path

*From Wysox, Pa., to Owego, N. Y.*

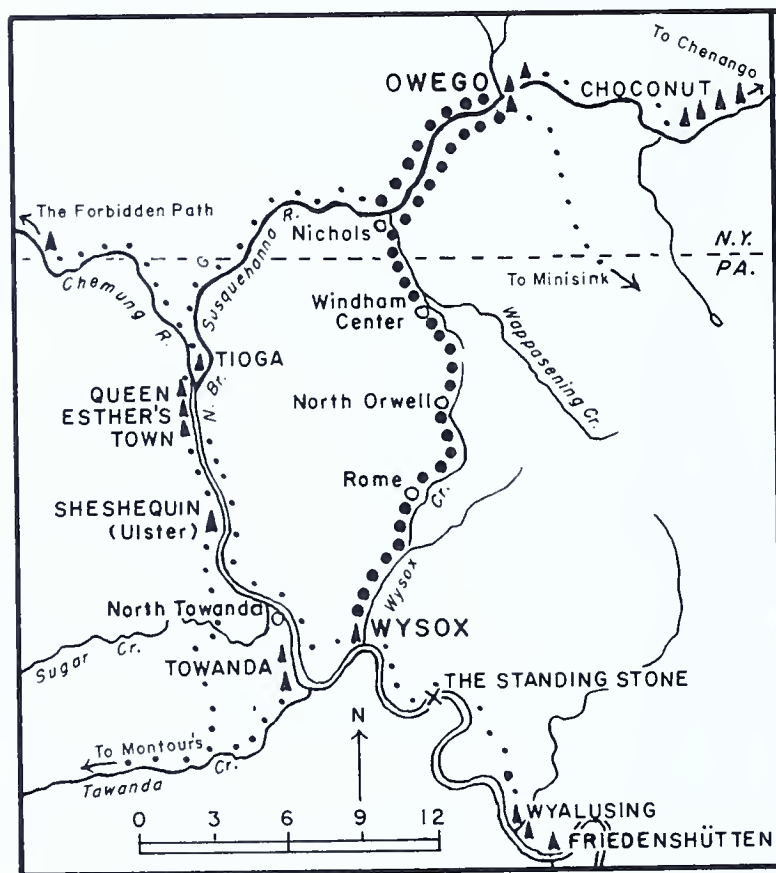
The Wysaukin Path provided a short cut for travelers up the North Branch of the Susquehanna by the Great Warriors Path, enabling them to avoid the wide loop through Towanda, Sheshequin, and Tioga.

Leaving the river at Wysox, the Wysaukin Path ran up Wysaukin (Wysox) Creek through Rome to the headwaters and over the almost imperceptible divide to a branch of Wappasening Creek. It ran down the latter to Nichols on the Susquehanna River about eight miles below Owego.

At Wysox on June 7, 1750, Frederick Cammerhoff and David Zeisberger, Moravian missionaries, camped and named the place Garden of Roses because of the redolence of wild roses on the Wysox plains.

### FOR THE MOTORIST

From Wysox take *Pa. 187* through Rome, North Orwell, and Windham Center to Nichols. There turn right on *N. Y. 283* for Owego.



WYSAUKIN PATH

# *APPENDICES*

## *Appendix I*

### THE KITTANNING PATH<sup>1</sup>

By Henry M. Gooderham

THE KITTANNING PATH crosses the Blair-Cambria County line on the ridge, on land now owned by Warren Delozier. Extending in a westerly direction, the path crosses Legislative Route 11035 a short distance south of St. Joseph Catholic Cemetery, or approximately three-fourths of a mile south of the Coupon road.

A few rods south of the St. Joseph Cemetery the path runs in a northwesterly direction down the ridge of the Kittanning Gap over the land of Edward Johnson and Anna H. Stephens to the village of Mark Hannam. Here it connects with L. R. 11072, running on and near the highway for about seventy rods to near the concrete bridge on L. R. 11072, where the path turns west over the lands of Matt Conrad, Raymond Beisinger, and Robert Adams to Clearfield Creek and the Clear Fields. From near the concrete bridge on L. R. 11072, going west over the hill, the Pennsylvania Electric Company's line to the Ashville substation at Clearfield Creek is on and very near the original Kittanning Path.

At the Clear Fields, one mile south of Ashville on Traffic Route 53, the path crosses Clearfield Creek at approximately the point (and within the angle) where Beaver Dam Run enters Clearfield Creek. From here it proceeds west on and near an unimproved township road for approximately a mile and a quarter.

The path then bears right on land of Gordon Swanhart; thence, on land and near the residence of Walter Hammond, to the land of Frank Watt. From here it passes over the farm and on the north side of the residence of the Vincent Malloy heirs.

It then proceeds past the residence of Emern Reig, in the Borough of Chest Springs, crossing [Legislative] Route 406 at its junction with L. R. 11041.

From the junction of Route 406 and L. R. 11041 for a distance of approximately one and a half miles northwest, the path is on or near

L. R. 11041. It then bears to the western side of L. R. 11041, but parallel with it until the farm of John Kuntzman is reached, where it is found to the west of his residence. Thence it goes down to the bottom of the hill at Eckenrode's Mill, where it again connects with L. R. 11041.

The path crosses Chest Creek at the site of the present bridge. About 40 rods west of Chest Creek at Eckenrode's Mill is located the tract of land now owned by the Cambria County Historical Society on which the path has been positively identified.

The visible marks of the path here have been pointed out by father to son for several generations. The exact location of this particular part of the path can be seen on the survey dated 21st day of June, 1773, made for Abiah Taylor in pursuance of a warrant dated the 25th day of May in the same year. It is now on file in the Land Office, Department of Internal Affairs, Harrisburg, Pa. A copy of the draft is on file in the rooms of the Cambria County Historical Society at Ebensburg, Pa. It is known that this particular part of the path never had a wheel or plow on it, so that it is in the very form and shape it had when used, worn, and abandoned by the aborigines and Indian traders.

From this tract, which is owned by the Society, the path runs north over the fields on the farm of Leonard Yeckley. At the top of the hill it turns northwest to a point where it crosses the western corner of the Gooderham Farm.

The path then proceeds along the ridge on the farm of Frederick J. Rosian, Jr., and a short distance down the hill on the Thomas farm, crossing L. R. 11048 at its junction with L. R. 11075. L. R. 11048 is the highway leading from Patton to Carrolltown.

For approximately one mile, that is, to the residence of Michael J. Gibson, L. R. 11075 is on the path. From this point the path bears to

the north side of L. R. 11075 but nearly parallel with it as far as Baker's Crossroads—a place that in pioneer days was known as Buzzard's Town.

From Baker's Crossroads to the place known as Hart's Sleeping Place and a mile beyond it, the present highway, L. R. 11049, is practically on the path. It runs over the ridge, keeping a little to the west of the highway, but joining it again a short distance southeast of Fritz's Corner, near Hastings.

The present highway follows the path to a short distance west of Fritz's Corner. Then the path bears right and runs on and near an unimproved township highway for two miles, when it connects with L. R. 11058. From there to Plattsville L. R. 11058 is on the path.

For nearly a mile beyond Plattsville the course of the path is identical with that of an unimproved road past the residence of Ralph Lewis to the two churches at Pleasant Hill, which, in pioneer days, was called Shazan. Here it crosses L. R. 11057.

The path then runs in a westerly direction across the lands of Reed Krug, William Shepherd, the heirs of Elijah Baker, and the heirs of Sarah E. Cameron. Then it goes directly west, crossing [U. S.] Route 219 a mile and four-fifths south of the square in Cherry Tree. After fording the Susquehanna River to Salt Spring, it runs over the hill to the Indiana-Cambria line.

<sup>1</sup>"The Kittanning Path: Part II, Crossing Cambria County from Its Sunrise to Its Sunset," Patton (Pa.) *Union News-Courier*, May 20, 1954.

## Appendix II

### HART'S SLEEPING PLACE <sup>1</sup>

By Henry M. Gooderham

John Hart was one of the first white men to travel the Kittanning Path in Cambria County, trading with the Indians under license granted him in 1744. He had two important meeting places for trade with the Indians. The one, in what is now Alexandria, Huntingdon County, was known as HART'S LOG. It was so named because Hart had hewed out a log there to make a trough to feed his horses. The other, in Cambria County on the Kittanning Path four miles west of Chest Creek and one mile east of Turkey Point on L. R. 11049, near the southwest corner of Elder Township, is the well-known HART'S SLEEPING PLACE.

About the year 1936 a committee of the Cambria County Historical Society headed by Peter J. Little, Esq., now deceased, invited the relatives

of the pioneer settlers, among them two great-grandsons of Michael Weekland, who had settled at Hart's Sleeping Place when it was yet a wilderness, to meet with them for the purpose of selecting the proper place to erect a marker. A little later Mr. Little had a large mountain stone set in concrete at the site chosen with a tablet which reads as follows:

#### HART'S SLEEPING PLACE

During the latter part of the eighteenth century, John Hart, an Indian trader, on his travels along the Kittanning Path, frequently remained overnight at this place. Later this region was known by that name.

Erected by the Cambria

County Historical Society

<sup>1</sup>"The Kittanning Path," Patton (Pa.) *Union News-Courier*, May 13, 1954.

### *Appendix III*

#### THE TWO LICKS

Written on the back of Warrantee Survey D 58-279, which shows the Two Licks on the Frankstown or Kittanning Path, is surveyor John Taylor's account of how he succeeded in locating the William Kenly tract. Kenly, it seems, had passed this way on Colonel John Armstrong's expedition against the Delaware Indian base at Kittanning during the French and Indian War. Afterwards he applied for land hereabouts, describing his chosen tract with no more precision than that it lay "on a branch of two lick Creek about two miles North West of the Two Lick." The mixture of luck and logic that brought Taylor to the Kenly site throws light not only on the surveyor's problem and its solution but also on the pathfinder's.

It was with some difficulty [wrote Taylor] that I was enabled to ascertain the location of William Kenly's warrant, the description being so very indefinite and no claim of that name known nor any person of the name ever known in the County 2 miles North West of the Two Licks. the land also North Westerly of the two licks for a number of miles round being very good, and surveyed about the

years 1771-2-3 & 4, it required a strong effort of the mind to believe it belonged to any particular spot in the terrestrial globe, and neither my time nor the fees allowed, would permit an excursion to the moon to see if it could be found there, I had therefore to set my imagination to work and endeavor to enter into the feelings of this man *Kenly* when he conceived and brought forth the description contained in the said warrant. I had accordingly to imagine myself encamped with Gen<sup>l</sup> Armstrong at the Two licks for a week, then marched North Westerly towards Kittanning, thought of nothing but fighting Indians in blood to my knees untill I came to a branch of Two Lick creek about 2 miles from the said licks. here being a choice piece of land I concluded I would secure it some time for myself. After my return, some time elapsed before I took a warrant, when upon reflection, being unaquainted with the country, could think of no other description than that contained in the said warrant. After this course of reasoning and reflection I concluded if it was intend[ed] for any place in the world it was that upon which I have laid it. John Taylor



## TWO LICKS PATH

## *Appendix IV*

### THE FORBES ROAD

THE RAYSTOWN PATH was turned into a military road in 1758 by General John Forbes in his attempt to recover the disaster of Braddock's Defeat.

To anyone who had traveled the old traders path to the Forks of the Ohio, many of the names of camps listed by John Potts in his map entitled "General Forbes Marching Journal to the Ohio"<sup>1</sup> must have had a familiar ring:

Loudon <sup>2</sup>	Laurel Hill
Littleton	Fort Ligonier
Sideling Hill	Chestnut Ridge
Juniata Crossings	Redoubt Camp
Fort Bedford	Washington Camp
Shawanese Cabins	Branch of Turtle Cr.
Allegheny Mountain	Col. Buquets
Edmund's Swamp	Shanoppins
Stoney Creek	Pittsburg
Quemahoning Cr. drowning Cr. <sup>3</sup>	

It will be observed that Forbes did not take the Three Springs route, as many of the traders had done. Instead he went through Cowan Gap to Fort Littleton, from there west through Hustontown, and "thence by a dirt township road that parallels and runs north of the Pennsylvania Turnpike, to the foot of Sideling Hill."<sup>4</sup>

Forbes' rejection of the Braddock Route was hotly debated by his military staff. Braddock, it will be recalled, had taken a southern route with a base at Cumberland, Maryland. This was the route the Virginians with Forbes—and especially young George Washington—strongly favored. It had the advantage of having been cleared to within a few miles of the army's objective. But Forbes had good reasons for insisting on the Pennsylvania route. It was not so much that Colonel James Burd had cleared a road as far as Raystown. That, indeed, was not of any great consequence because the most formidable mountain obstacles were west of Raystown: the Allegheny Mountain, Laurel Hill, and Chestnut Ridge. The real advantages of the Pennsylvania route were that: (1) it was shorter; (2) Pennsylvania, which ranked as the granary of

the colonies, had more wagons than her southern neighbors to contribute to the supply train; (3) it escaped the more dangerous river crossings; and (4) it offered better forage for the horses.

Colonel Henry Bouquet directed the road work in advance of the army. Burd's Road he found to be nearly impassable. His axmen cleared it and in places cut a new way. West of Raystown (Fort Bedford) a new road had to be built, widening the old bridle path used by the traders or cutting a new way over the hills. Progress was slow. In June Bouquet had proposed September 11 as the target date for capture of the French fort. Subsequent weeks destroyed any hope of so early a triumph. As it turned out, the army did not reach its objective until November 25, and then only by a sudden, unexpected turn of fortune.

The causes of delay were many, but above all the excessive rains. These turned the new-made roads into quagmires and immobilized the army for days on end. Forbes was not at first much disturbed by these delays, because he knew what was going on behind the scenes. He awaited the results of the Indian conference to be held at Easton in October. His hopes were fulfilled when, at that conference, the Delawares made peace with Pennsylvania. When that news was taken to the Ohio country, the Delawares and most of the rest of France's Indian allies drifted away and left the French at Fort Duquesne to fend for themselves.

But the defection of these Indians was not immediately known to General Forbes, and meanwhile the morale of his own army had sunk low. Cold rains continued into November. The roads were impassable. The supply system broke down. The army was virtually marooned at Fort Ligonier. The troops were without winter clothing, and they were on half rations. On November 11, a Council of War was held to consider the prospects. It was decided to postpone the attack on Fort Duquesne until spring.

But the next day, November 12, a French soldier, captured in a minor engagement, dis-

closed the wretched situation of the French garrison at Fort Duquesne. General Forbes, although he was suffering from a wasting disease that left him only a few more weeks to live, seized the moment, ordered an advance, and in three days dispatched an attacking force of 2,500 men<sup>5</sup> under Bouquet, Montgomery, and Washington.

In haste—for the campaigning season was drawing to a close—a road was cut over Chestnut Ridge. Small military posts were established at the Three Redoubts, Washington's Breastworks, and Bouquet's Breastworks. On November 24, scouts heard explosions in the direction of the Forks and saw smoke hanging in the air. Next day, November 25, the British troops coming down off the ridge and past Shannopin's Town, found only the ruins of Fort Duquesne.

Once the danger of enemy raids had been removed, a road was prepared with an eye to convenience rather than security. In place of Forbes' long ridge route by way of Murrysville and Universal, the southern branch of the Rays-town Path through Harrison City was adopted. This road came to be known as the South Branch of the Forbes Road.

It was by this route that Colonel Bouquet is believed to have brought his wounded to Pittsburgh after the Battle of Bushy Run, although an interesting local tradition has him turning north on to the Sewickley Old Town Path (now the Haymaker Road), which meets the original Forbes Road at the breastworks raised by Bouquet in 1758.

The tradition presents a plausible explanation of the long time (four days) it took Bouquet to bring his army the twenty-five miles from Bushy Run to Fort Pitt; though, on the other hand, the difficulty in carrying his wounded might be sufficient to explain the delay even by the shorter route.

The Pennsylvania Road—authorized in 1785 and completed in 1818—followed the Forbes Road from Harrisburg. But all along the way changes were made to improve grades, shorten the distance, and serve a developing population. It ran, for instance, through Greensburg instead of Hannastown, and it took the south branch of the Forbes Road through Wilkesburg. *The Guidebook to Historic Places in Western Pennsylvania* calls it "the main route of migration for settlers from the East to the Ohio Valley in the period between the Revolutionary War and the building of the Erie Canal and the Pennsylvania Canal."<sup>6</sup>

<sup>1</sup> Carnegie Library, Pittsburgh.

<sup>2</sup> About a mile and a half southeast of the present town of Fort Loudon.

<sup>3</sup> Drowning Creek was another name for Quemahoning Creek. See letter from Major George Armstrong to Colonel Henry Bouquet, dated "Kickeny pallens [on] Drowning Creek 26 July 1758," *Papers of Henry Bouquet* (Harrisburg, 1951), II, 280.

<sup>4</sup> Edward J. Williams, "Samuel Vaughan's Journal," *The Western Pennsylvania Historical Magazine*, XLIV (1961), 168, n. 32.

<sup>5</sup> Niles Anderson, "The General Chooses a Road," *The Western Pennsylvania Historical Magazine*, XLII (1959), 392-93.

<sup>6</sup> (Pittsburgh, 1938), 161.

## Appendix V

### GEORGE WASHINGTON'S PATH TO FORT LE BOEUF, 1753

#### *From Pittsburgh to Waterford*

ON FRIDAY, NOVEMBER 30, 1753, George Washington left Logstown (eighteen miles down the Ohio from Pittsburgh) on his way to Fort Le Boeuf with Virginia's summons to the French to leave the country.

With him were his guide and mentor, Christopher Gist; the Seneca Half King, Tanacharison; Jeskakake; White Thunder, *alias* Tohashwuch-tonionty or the Belt of Wampum; Kiasutha, "the hunter"; four white "servitors"; and two interpreters.

The weather was atrocious. Warned by the Indians that "the nearest and levellest Way was now impassable, by Reason of many large mirey Savannas," the party took what was to Washington the unpalatable route by way of Venango (Franklin), where the French had already established a post under command of Capt. Philippe Thomas Joncaire, Sieur de Chabert.

On leaving Logstown, Washington plunged into what has become one of the engaging mysteries of historical scholarship. What route did he follow? He and his party emerged safely at Venango on December 4, unaware of the puzzle he had left behind for future historiographers to dispute over. Leaving Venango on December 7, and again unable to follow the usual path from Venango to Le Boeuf, he made an unscheduled detour that has further deepened the mystery.

An examination of evidence in the field and in the library has led the present writer to the opinion that, on the first leg of his journey, Washington followed a path running through present Zelienople, Harmony, Portersville, Portersville Station, West Liberty, and Harrisville. At Harrisville his path joined the Venango Path (later the Franklin Road) coming up from the Forks of the Ohio (Pittsburgh). On the second, from Venango to Fort Le Boeuf, he was constrained by the floods to make a wide detour from the vicinity of Cambridge Springs to Little Cooley in search of a safe crossing of the swamps surrounding Muddy Creek.

To trace Washington's course, one must first understand the unusual conditions under which he traveled. Heavy rains flooded the streams, swelled the swamps, and made the customary paths impassable.

Washington's journal opens with a splash: "The excessive Rains and vast Quantity of Snow which had fallen, prevented our reaching Mr. Frazier's, an Indian Trader, at the Mouth of Turtle Creek, on *Monongahela* till Thursday, the 22nd." Turtle Creek, he found, was "quite impassable without swimming the Horses." In his writing he dismissed the journey from Logstown to Venango with the observation that there was nothing remarkable about it "but a continued Series of bad Weather." His only comment on the journey from Venango to Fort Le Boeuf was that they were delayed "by excessive Rains, Snow."

It will be convenient to consider the path in two sections: first, from Logstown to Venango; second, from Venango to Fort Le Boeuf.

#### *A. From Logstown to Venango*

The first evidence for the route proposed above comes from the two versions of Washington's map of the journey. It is unnecessary to discuss which one of the maps has priority, for they agree on what appear to be the three essentials:

1. *That Washington's party turned away from the Ohio at an Indian village known as the "Mingo Town," which stood somewhere between Logstown and the mouth of Beaver Creek. There were two historic Mingo towns near Logstown: one named for "the Crow" and the other for John Logan (author of the famous "Lament"), both of whom were Ohio-country Iroquois or "Mingoes" in the language of that day. The first of these towns was at the mouth of Crows Run in the vicinity of modern Conway; the second, at Rochester. Which of these places, or whether either of them, was called Mingo Town in 1753 we do not know for sure.*<sup>1</sup>

2. *That from the Mingo Town to Venango they followed a course slightly to the east of north*, the only variation being a bend still more eastwardly for a short distance at the crossing of the first tributary of the Beaver noted on the map, and, following that, a correction bearing north for a few miles before swinging back to the general N. N. E. course.

3. *That their course leaned gradually more to the east* after passing the second branch of the Beaver as shown on the map. It maintained that tendency until, approaching Lacomick (Sandy) Creek, it bore north for the creek crossing and then swung eastwardly again for Venango.

It will be observed that on both maps the course of the Beaver River from the Kuskuskies to its mouth is traced inaccurately, a circumstance that indicates Washington was roughing it in from hearsay. His delineation of anything he did not see for himself is tentative. One cannot trust what the map shows of the path *in relation to things he did not see*, such as its distance at any given point from the Beaver River. One can, however, trust the map where it shows the direction of the path itself, as also the direction in which rivers and creeks were flowing *at the place where he crossed them*. One would expect him to be reliable in his compass readings, for he was not only an experienced traveler but also a professional surveyor.

The route proposed here for Washington's path agrees closely with his map in the three "essentials" listed above.

The journals kept by Washington and Gist also present evidence, three items of which are of importance.

1. *The Half King's report* that "the nearest and levellest Way was now impassable by Reason of many large mirey Savannas," and that they must in consequence go round by way of Venango.

2. *Gist's estimate of the miles*: 15 the first day to "Murtheringtown" at a creek crossing; 30 the second day to another creek crossing; 22 the third day to the crossing of the head branches of the Beaver River; and 15 the fourth day to Venango.

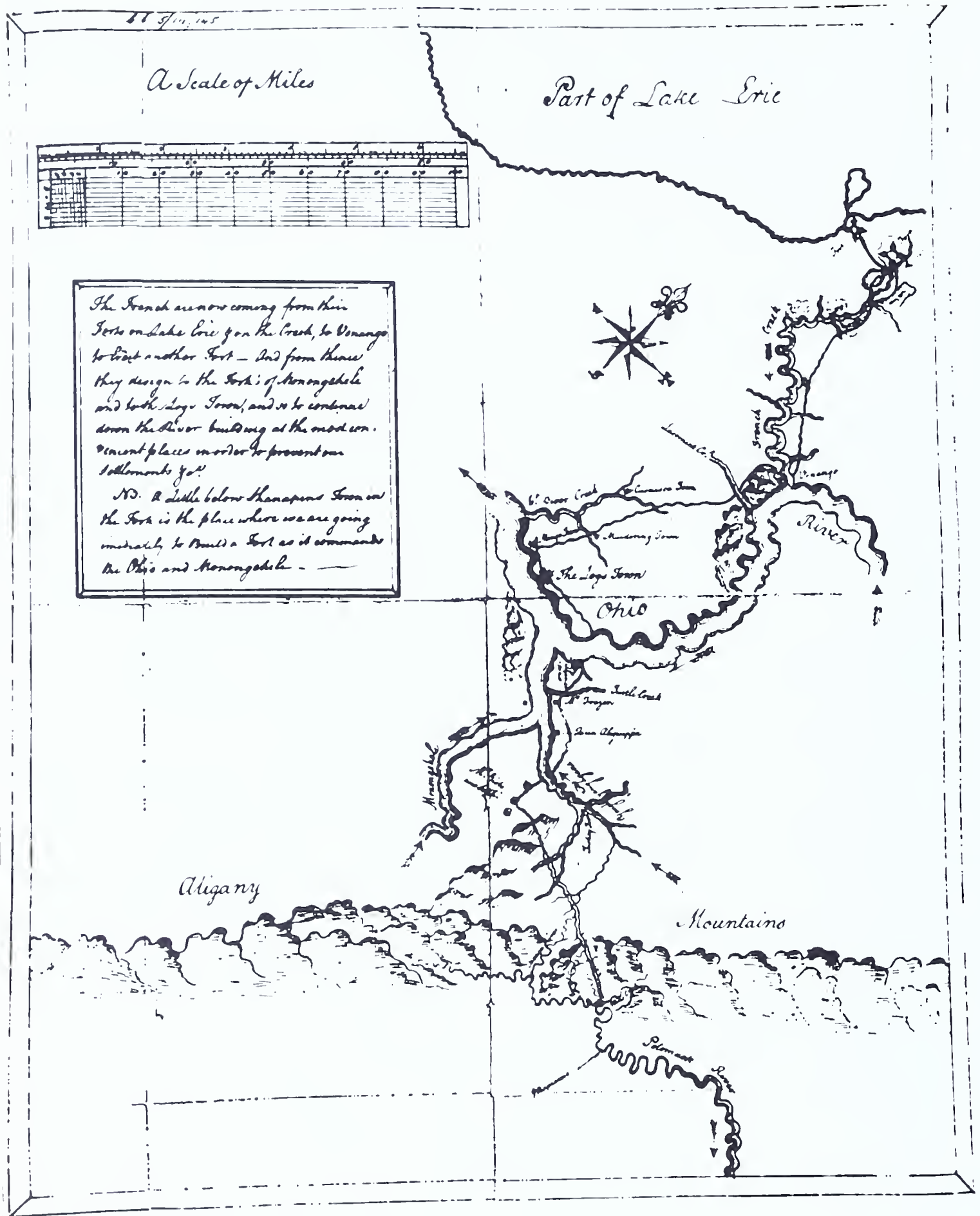
3. *The fact mentioned by Gist that they camped the second night at a ford where the path from Kuskuskies to Venango crossed a large creek*.

Consider the significance of these, each in turn:

1. It is learned from *the Half King's report* that the "nearest and levellest Way" from Logstown to Fort Le Boeuf did not go through Venango. The contour maps show that the nearest way from Logstown to Fort Le Boeuf would be the comparatively level route through Mercer and Meadville, and thence paralleling French Creek. There must have been such a path—not, perhaps, directly to Meadville (the Conneaut Marsh being difficult) but reaching French Creek a little south of Conneaut Outlet. On Lewis Evans' map of 1755, a path is shown, less direct than the one suggested above, but level enough, running from the mouth of the Beaver to Kuskusky (New Castle) and Shenango (West Middlesex). From there it is shown turning east to Venango. From the point of turning, there is known to have been an Indian path to the mouth of Conneaut Outlet. Bishop Roberts in 1796 traveled part of it: "An old Indian path called the Kuskuskia Path, and leading from Casewago to Kuskuskia, a place on the Beaver River."<sup>2</sup>

But that was not a path to be used in a wet season. The country it crossed was afflicted with "mirey Savannas," as a glance at the contour map will confirm. And the contour map does not tell the whole story. Anyone who travels through Lawrence and Mercer counties today will find even the uplands pock-marked with swamps too small to be shown individually on a map but sufficient *en masse* to have stopped the horseback traveler.

The Wisconsin Glacier was the prime cause, and it must here be introduced into the argument. At one time it covered most of Lawrence and Mercer counties, grinding down the hills by means of boulders compressed under millions of tons of ice, and gouging out small saucer-like hollows everywhere. On its retreat, some twelve thousand years ago, it left behind "a difficult terrain of swamps and marshes."<sup>3</sup> But the retreating glacier, though it had ravaged the country and rendered it unhealthy for Indian paths, left



WASHINGTON'S SKETCH MAP  
From *The George Washington Atlas*

man a remedy to use at his discretion: a terminal moraine which, even after all these thousands of years, provides a firm, dry causeway over difficult terrain.

The terminal moraine of the Wisconsin Glacier runs south from Harrisville to the town of Slippery Rock and thence in a general southwest direction, crossing Muddy Creek at Portersville Station. Its course has been traced with precision by Dr. Frank W. Preston of the Preston Laboratories at Butler. What gives this moraine historical importance is that it provided a well-drained pathway for travelers, avoiding on the one hand the swamp lands to the west and on the other the flat, silt-filled, easily flooded valleys to the east.

So it was that George Washington's guides in that wet season of November and December, 1753, were able to avoid both Scylla and Charybdis: the marshy paths to the west and the flooded Venango Path to the east. The Half King's party followed the eastern edge of the terminal moraine.

At the beginning of this inquiry into Washington's route, and before the Wisconsin Glacier had appeared on the horizon, the writer tested the common hypothesis that the path from Logstown crossed Brush Creek somewhere between Conway and Evans City (perhaps in the vicinity of Ogle), joining the Venango Path at the latter place and continuing with it to the mouth of French Creek. But the evidence was against it. For one thing, records gathered by Dr. William J. Mayer-Oakes, then field archeologist of the Carnegie Museum, failed to indicate ground evidence such as is usually turned up at Indian fords. For another, special research undertaken in connection with the present study by Vincent R. Mrozowski, secretary of the Society for Pennsylvania Archaeology, and by his co-worker, Emil Alam of Aliquippa, failed to discover evidence of fords where the hypothetical trail called for them.

One rainy day—the weather being much like what Washington had encountered—the writer traveled up the Franklin Road, which follows pretty well the old Venango Path. He found Muddy Creek at Isle to have flooded its banks and to be, at such a time, apparently unfordable. “The valley is so flat that it floods at the slightest provocation,” writes Dr. Preston. “Not

a single building in all its length is built on the present floor of Muddy Creek”<sup>4</sup> Washington's Indian friends would not have led him into such difficulties. They must have taken him to a crossing somewhere else.

Here the Wisconsin Glacier enters Washington's story. The stones and gravel of the terminal moraine at Portersville Station provide Muddy Creek with an excellent ford. Today *Pa. 488* bridges the creek. The banks are firm and the stream has a good hard bottom.

Dr. Preston has something to say about the ford at this place: “At Portersville Station the creek is down on sandstone, and you couldn't want a better foundation. The approaches are a little steep; but perhaps before the white man came, you could skirt along the hillside to the east and reach the creek bed more easily. At any rate, it presents no real problem for a man on foot or horseback. The main objection is that the creek is very narrow in the gorge so that in times of flood the water is on the deep side. Normally the crossing is very easy. In any case, you don't get stuck in the mud.”

The creek narrows at this point. There is slack water above and no waterfall below, so that even in time of flood there is no great danger. This is not a rocky gorge like that at McConnell's Mill, where, if a man tried to ford Slippery Rock Creek, he would be dashed to pieces.

A few yards beyond the Muddy Creek ford, a dirt road, which probably follows the path, turns off *Pa. 488* toward the east. It passes what is said to be an Indian camp site on the McDaniel farm, climbs a hill and runs along the summit of the ridge for a little distance, and then comes down into the valley of Hogue Run. Old-timers say that this is a dry valley, suitable for a year-round path. The grades are easy and there is a convenient middle way between the wet valley bottom and the steep hillsides.

There is a strong local tradition that this is the Indian path. On the road near the head of Hogue Run, the writer met Harry Carrothers, who had lived a long life in these parts. “My grandfather told me that this was once an Indian road,” he said, volunteering the further information from the same source that Indians used to pass this way going north by way of West Liberty



WASHINGTON'S PATH TO FT. LE BOEUF, SOUTH

to the ford of the Slippery Rock at Crolls Mills and so on to an Indian "reservation." Asked if this latter was at Cornplanter, he said yes, but where these Indians came from in the south he did not know. Oliver Ralston of Slippery Rock, R. D., remembered being told that the Indians used to come over this path from the Kuskuskies.

Where exactly Washington crossed Slippery Rock Creek is not certain, since there are many good fords in the vicinity of West Liberty. The Crolls Mill ford was probably the easiest under normal conditions, but it might not have been the best when Washington came this way. The bank on the north side is said to flood too easily. It may be, as Harry Carrothers assured me, that in the old days the north bank was higher. Be that as it may, there were other good fords available. It is possible that Washington and his party rode up to Slippery Rock Ford at Dougherty's Mills, perhaps on farther to the Pines, or to the ford now popularly known as Washington's Crossing. This last is rather deep, but it has good firm banks, a foundation of sand and rock, and a strong local tradition that this is where Washington crossed. It is not, however, the ford that Douglas Southall Freeman and many other writers assign to him, namely, the one at Keisters, higher up the creek where *Pa. 8* now crosses, south of Branchton. The problem is not important. It is enough to know that there were several good fords about here for Washington's Indians to choose from. What matters is where the party went after they had crossed the creek.

While working on this section of the path in 1954, the writer interviewed a number of local residents, in particular Oliver Ralston and Hiram Grossman. The latter, though ninety-eight years of age at the time, had a keen memory of things he had learned from his grandfather in childhood. According to these two men, the Indian path, after fording the creek, ran beside it for some distance to the Bend, and then joined the Franklin Road south of Forestville. Probably one branch of the path did go that way.

Dr. Preston, on the other hand, thinks the path rode the terminal moraine (which lay several miles to the west of Forestville) most of the way from West Liberty to Harrisville and Wesley, passing the town of Slippery Rock on its way. No doubt Dr. Preston is right in affirming that one

branch of the path did follow the moraine. The Indians, it must be remembered, were accustomed to use different paths in wet and dry seasons. On this occasion, Washington would almost certainly take the path best suited to wet weather. Following the terminal moraine, the crossing would have been at Crolls Mills.

Yet it is still uncertain whether Washington used that ford. The fact that Gist's estimate of the miles traveled on the second and third day from Logstown is excessive, suggests that for some reason the party had to make a detour. It is possible that Washington and his party had planned to use the Crolls Mills ford but, finding the north bank flooded, traveled upstream in search of a better crossing; and, after fording the creek, doubled back to get on to the moraine again in the vicinity of the town of Slippery Rock. Such a detour would explain the excess in Gist's mileage.

By the time the party reached the site of Harrisville, they were certainly on the well-known Venango Path from Pittsburgh. They followed it through Wesley, Springville, and Hays Mill to what is now Franklin.

## 2. *Gist's estimate of the miles traveled day by day is good evidence.*

"Friday, 30th [November] We set out [from Logstown] and the half King and two old men, and one young warrior, with us; at night we encamped at the Murthering Town, about 15 miles, on a branch of great Beaver creek. . . ."<sup>5</sup>

If Washington left the Ohio River at Crow's Town and proceeded directly to Zelienople, crossing Brush Creek about a mile and a half below Unionville, he would reach what is known locally as "Washington's Spring" in the outskirts of the former town in about 14 miles and the crossing of Connoquenessing at Harmony a mile farther on, making the day's journey about 15 miles, which is what Gist said it was.

The name "Murthering Town" in itself gives no hint where the town was situated. The only other known reference to it is too indefinite.<sup>6</sup> The name is usually thought to have been coined by Washington and Gist in reference to an incident that occurred not far from the town on the return journey, when an Indian guide shot at them, apparently with intent to kill. There is,

however, a more likely explanation. In the Ohio region there was an Indian known among traders as "the Murderer" or "the Murdering King."<sup>7</sup> May not the town have been named for him? Such an origin would be in keeping with the custom of the time: Crow's Town, Logan's Town, Beaver, etc.

Gist's itinerary for the next day, unless we accept the hypothetical detour mentioned above, is no help. He says they made 30 miles. The actual distance from Harmony ("Murdering Town") to Crolls Mills, as the Indian path went, is only about 20 or 21 miles. Is it possible that Dr. Mease, in making his transcript from Gist's journal, mistook a 2 for a 3?

"Monday, 3<sup>d</sup> Dec. We set out and traveled all day, encamped at night on one of the head branches of great Beaver creek about 22 miles."

The words, "one of the head branches of great Beaver creek," suggest a small stream, as, indeed, it would have to be whatever route Washington took, for "about 22 miles" brings one to within 15 miles of Venango and close to the divide between the Allegheny and Beaver drainages. *Pa. 8*, about three-quarters of a mile below Wesley, crosses a busy little run at the head of Wolf Creek, which flows by way of Slippery Rock Creek and Connoquenessing Creek into the Beaver River. Wolf Creek, where the road now crosses it, is small enough to step over, but it moves with gusto, is headed in the right direction, and flows between banks that are dry, sheltered, and excellent for camping. From Crolls Mills to this stream is not far short of the distance Gist gave, if we assume that the trail followed the terminal moraine of the Wisconsin Glacier in the vicinity of the town of Slippery Rock.

"Tuesday, 5<sup>th</sup>. Set out, about 15 miles, to the town of Wynango. . . ."

There is no problem here. The distance from the last camping place below Wesley to Franklin is about 15 miles.

3. *On the second night out from Logstown, according to Gist's Journal, they camped beside what we know must have been Slippery Rock Creek at the place where the path from the Kuskuskies to Venango forded it. In other words, they camped at Crolls Mills.*<sup>8</sup>

Gist does not say that that is where the party *crossed* the creek. They may have found it necessary, as already noted, to cross higher up. But his statement is useful in telling us that Washington met the Indian path from the west at this fording place.

It should be mentioned that Washington on his map shows the second creek (presumably the one at which he met the path from the west) flowing into the Beaver at Kuskuskies. Slippery Rock Creek, as a matter of fact, enters the Beaver some miles below. It is the Neshannock that enters the Beaver at Kuskuskies. But it must be remembered that Washington had not been to Kuskuskies and that he had no personal knowledge of the topography thereabouts. It has been noted already that he was in error in tracing the course of the Beaver, showing it as flowing southwest instead of southeast. A further error in supposing Slippery Rock Creek to enter the Beaver at Kuskuskies (no doubt he had heard that in this vicinity three large streams came together) seems under the circumstances not out of the way.

To recapitulate: There was an Indian path from Logstown through Zelienople, Harmony, Portersville, Portersville Station, West Liberty, Harrisville, and Wesley, to Venango. It was a dry path, using the glacier moraine and therefore suitable for use in times of rain and flood. The fords on this path were good, especially at Muddy Creek. The route proposed is supported by a strong body of local tradition. Its compass directions agree substantially with Washington's map, and the distances covered agree (with one possible exception) with those noted by Christopher Gist.

#### B. *From Venango to Fort Le Boeuf*

North of Venango, which Washington and his party left on December 7, nature proved less accommodating than she had been earlier in providing the assistance of the Wisconsin Glacier. French Creek at the "big crossing" was found to be impassable, and the swamps adjacent to Crawford County's Muddy Creek took an extra day to negotiate. The waters even of the lesser streams were so swollen that they were unfordable. The travelers had to swim the horses and carry the baggage across on tree trunks. They did not reach the French fort until December 11.

That they lost half a day at each of these tree crossings is not surprising, for there were now sixteen men in the party, with horses, food, and equipment. There had been twelve when they left Logstown: Washington and his guide, Christopher Gist; four "servitors"; four Iroquois Indians—the Half King (Tanacharison), White Thunder, Jeskakake, and Kiasutha; two interpreters, Jacob van Braam and John Davison. On leaving Venango, the party was increased by a French military escort consisting of Quartermaster La Force and three soldiers.

It took them five days (not four, as Douglas Southall Freeman asserts)<sup>9</sup> to travel from Venango to Fort Le Boeuf. On December 7 they crossed French Creek a little above the present Thirteenth Street bridge in Franklin, turned left along the bottom lands for a mile, and then ascended a shoulder of Oak Hill to escape the precipice that borders the creek. Five miles from Venango they reached Sugar Creek, probably at a point opposite the mouth of Warden Run. Finding the water too deep for fording, they swam the horses, carried the baggage over on trees, and camped for the night.

Next day, following a fairly straight course over undulating hills to what is now Carlton, and from there paralleling French Creek (at no great distance) through present Cochran and Shaws, they made twenty-five miles and reached the Indian town of Cussewago (Meadville).

It is at this point that doubts arise about the route. It has been suggested that Washington's party, after leaving Cussewago, crossed French Creek near what is now Cambridge Springs and went on up the west side. (See Plate 29 in *The George Washington Atlas*.)<sup>10</sup> That is certainly an error, for both Washington and Gist assert in their journals that they tried to cross French Creek on this leg of their journey but failed to do so.

It has been suggested also that the party tried to ford French Creek at a "big crossing" in the vicinity of the present town of Venango, which is about ten miles north of Meadville. That there was some such ford, used by the French, is shown on Nicolas Bellin's map of 1755, based on surveys by Le Mercier and others. But such a crossing is not hinted at in Washington's and

Gist's journals. Gist asserted that the crossing they came to was "about fifteen miles"—not nine or ten—from Cussewago.

Admitting that Washington and his party were forced to keep to the east of French Creek, some authorities would have them cross Muddy Creek near its mouth, in which case the sixteen men with their horses would have had to steer a dangerous way through long stretches of marsh. As if to add to the confusion, Washington's map of the journey, whatever version of it be used, fails to show accurately where they went at this stage. Most scholars concerned with his itinerary bring in the *deus ex machina*, pick up Washington at Venango, and set him down straightway at Fort Le Boeuf.

The problem of his route is not, however, insoluble. It is the opinion of the present writer, after examining the ground, studying maps and journals, and conferring with local people familiar with the Muddy Creek marsh, that Washington and his party, unable to use the "big crossing" in the vicinity of Cambridge Springs, made a detour that brought them as far east as the present Little Cooley, where they picked up a good path over the hills to Fort Le Boeuf.

Gist's statement of miles traveled on the last two days (eight miles on the detour, fifteen miles from their crossing of Muddy Creek to Fort Le Boeuf) fits this route well.

For further evidence, see first of all the journals of Washington and Gist. Washington dismissed the unpleasant five days between Venango and Le Boeuf in two sentences:

7th. . . . At 11 o'Clock we set out for the Fort, and were prevented from arriving till the 11th by excessive Rains, Snows, and bad Travelling, through many Mires and Swamps. These we were obliged to pass, to avoid crossing the Creek, which was impossible, either by fording or rafting, the Water was so high and rapid.<sup>11</sup>

What Washington remembered best about that part of the journey was that they were defeated in their attempt to cross French Creek at the usual fording place. Gist is even more explicit:

Sunday 9.—We set out [from Cussewago], left one of our horses here that could travel no further. This day we travelled to the big crossing, about fifteen

miles, and encamped, our Indians went out to look out logs to make a raft; but as the water was high, and there were other creeks to cross, we concluded to keep up this side the creek.

Monday 10.—Set out, travelled about eight miles, and encamped. Our Indians killed a bear. Here we had a creek to cross, very deep; we got over on a tree, and got our goods over.

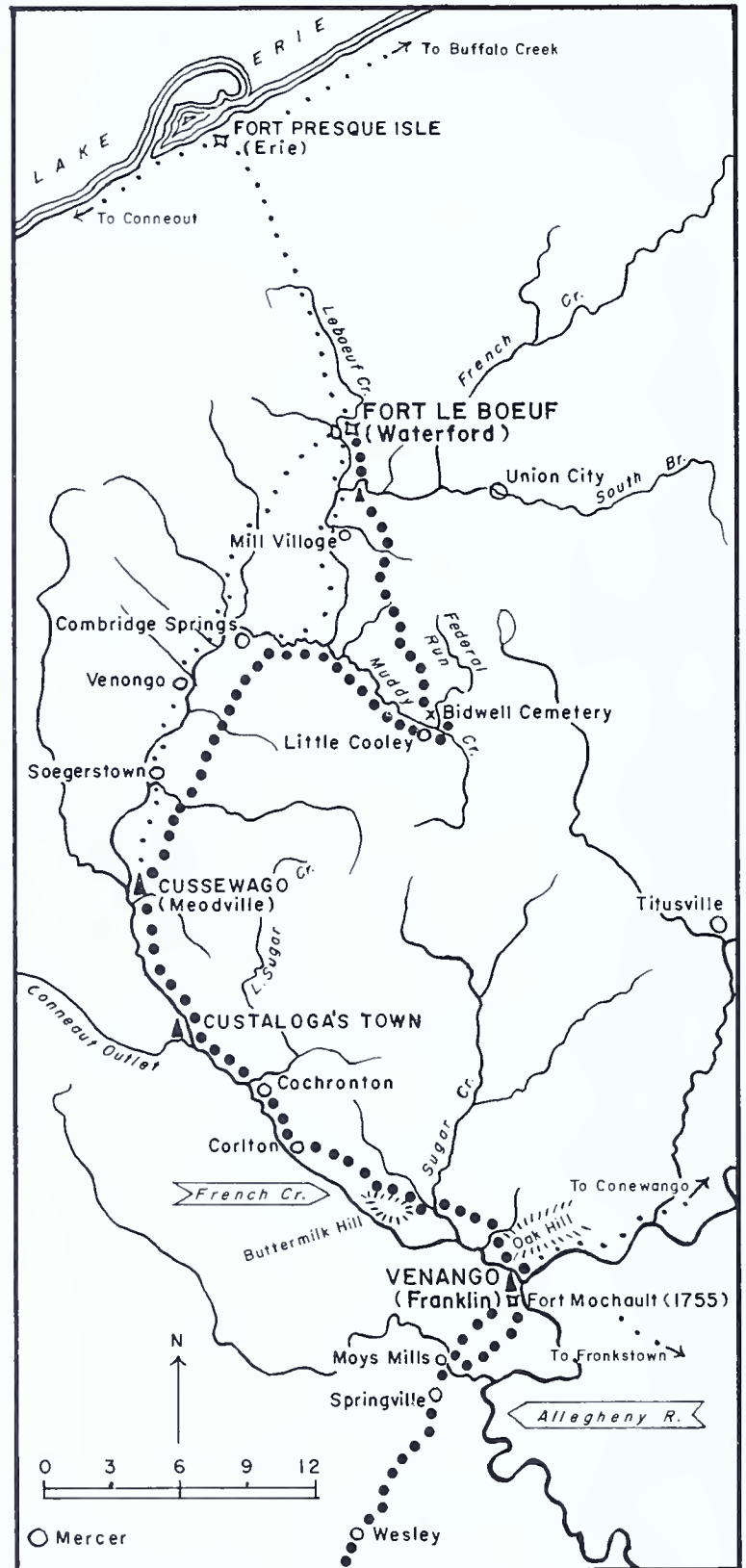
Tuesday 11.—We set out, travelled about fifteen miles to the French fort, the sun being set.<sup>12</sup>

Washington's map of the journey<sup>13</sup> supports, in general, the evidence of the journals. It shows the path from Cussewago keeping east of French Creek until the final crossing near present Waterford. It must be observed that the first creek crossing shown on the map north of Cussewago is Muddy Creek. The second is French Creek.

Further evidence in support of this route is found in Christopher Gist's mileages. He was an experienced traveler in the woods and is usually a good judge of distances. When he says that the "big crossing" of French Creek was "about fifteen miles" from Cussewago, we have something to work on. If an arc be drawn with its center at Meadville and with a radius of somewhat less than fifteen miles to take into account the vagaries of the trail, it will be found to touch French Creek a little east of the present town of Cambridge Springs, somewhere in the vicinity of what is known locally as the Third Sand Bar, a few hundred yards above the Erie Railroad trestle bridge. Here the creek has a hard bottom and good, firm approaches. In normal weather it would be fordable. But the banks on the north side are low and, in extreme weather, subject to flooding.

Support for the view that, although there were other possible crossings, the one referred to by Gist was east of Cambridge Springs and at or near the Third Sand Bar is found in the Hutchins-Johnson map of 1764, from which detail is here sketched.

Washington and his party, unable to use the normal crossing of French Creek, had to make a long detour to avoid the marshes that guarded the lower course of Muddy Creek. They lost a day over this. The marsh has since been partially drained, but it is still dangerous if one leaves the



WASHINGTON'S PATH TO FT. LE BOEUF, NORTH roads, which are built on artificially raised ground.

The first good crossing was where the town of Little Cooley stands today. That is the conclusion the present writer came to after scouting about for several days in the neighborhood looking for good fords. It is also the opinion of local

men who have known the swamp from childhood, in particular C. J. Holcomb of Little Cooley, whom I met on July 20, 1960, and of Vernon Landers, whom I called upon next day at Foxburg Corners in Rockdale Township.

Mr. Holcomb said, "If Washington came from Meadville or Cambridge Springs, this is the first place he could cross Muddy Creek."

Mr. Landers, who was within a few days of his ninetieth birthday when I interrupted him at work in his cornfield, talked about younger days when he had hunted and trapped all over the swamp. "I could take you through places now," he said, "where no one else could come through alive." He had not heard of Washington's visit to these parts, but he was interested in his problem: how to get safely past the swamps of Muddy Creek.

"In my estimation," said Mr. Landers, "knowing what I know of these swamps, they would have had to go by Cooley if they crossed to this [the north] side. It would be impossible in a wet season until they got to Cooley."

Little Cooley holds the key to Washington's route. In normal seasons, there are several good fords here. Even in bad weather the creek is almost always fordable at the east end of town, where there is a hard, pebbly bottom and the banks are high and firm. Besides that, Little Cooley is in line with Gist's mileages. They traveled, wrote Gist, "about eight miles" from the "big crossing" to the "very deep" creek which they crossed on a tree. From the Third Sand Bar it is about eight and a half miles to the east end of Little Cooley. From camp at the deep creek, Gist estimated it to be "about fifteen miles to the French fort." As nearly as can be calculated, it is fifteen miles by trail from Little Cooley to the site of Fort Be Boeuf at Waterford.

North of Little Cooley the terrain is good—unusually good for travelers over this swamp-pocked countryside. At Little Cooley the party picked up a good trail, one later followed in part by the Bald Eagle-to-Waterford Road. Their path at that season probably crossed Muddy Creek about where the bridge now spans it on Highway 77 from Meadville. The path ran east for about half a mile to avoid low, wet ground, and then changed direction to a north-northwest

course over firm ground for twelve miles to the crossing of French Creek three miles south of Fort Le Boeuf. At points here and there along this last fifteen miles, local tradition claims Washington to have passed that way.

To consider this day's journey in more detail, it would be reasonable to suppose, judging from the terrain alone, that the path crossed Federal Run near what is now known as Bidwell's Cemetery. Thence it went on to Crabs Corners and over Brown Hill and Mackey Hill. It crossed Kelly Run, which separates the two hills, very probably where a winding dirt road now crosses it about two and a half miles north of Ferris Corners, thus avoiding the marshy patch traversed by the modern Waterford highway. Keeping on the highlands east of Mill Village, Washington probably forded French Creek at the Indian village site about a quarter of a mile above the present highway bridge. This would give him higher and drier ground. But the path soon came down to the flats which provide the only approach to Waterford from the south.

It might be objected to the Little Cooley route that when Washington wrote in his journal of "bad Travelling through many Mires and Swamps," he meant to say that the party passed through the great swamp at Muddy Creek. But that is not a necessary inference. The word *many* gives the key to his meaning. Many small marshes infest this region wherever one turns, on the highlands no less than in the low spots. It is a legacy of the glacier which departed only yesterday, as geologic time is reckoned.

A further objection to the Little Cooley route might be drawn from Washington's map, which does not show the detour. Although it does indicate accurately enough the general direction taken by the travelers, it fails to suggest that the party so much as approached French Creek at this stage of the journey. That may have been because of the map's military purpose. It was intended as a guide to others, and, indeed, for some years to come it was the best map the British had of this section of the country and was frequently copied. It would be only natural that Washington, understanding what use the British Empire would make of his work, should try to avoid confusion by eliminating reference on the map to his own mishaps.

What is important is not what is missing from the map but what it contains. It shows the crossing of Muddy Creek to have been made at a point some miles above its mouth. It also shows (in the strokes used to represent marshes) what Washington saw from the summits of Brown and Mackey hills. Anyone can see the same today if he follows Washington's route: on the left hand (facing northwest) a swamp extending for miles along Muddy Creek and French Creek; on the right, smaller swamps at the head of Federal Run and other streams. The path kept to the highland between them.

A curious local tradition—which, if there is truth in it, supports the Little Cooley route—is attached to the last lap of Washington's journey. The writer was introduced to it by Mr. Harry Raber White, who lives between Eaton Corners and Crabs Corners in Rockdale Township. On Washington's way north, so the story runs, one of his men died and was buried beside the path on the west bank of Federal Run, at Bidwell's

Cemetery (named for a later inhabitant). The presence of that early grave of 1753 is said to have suggested to incoming settlers that the place be set aside as a free public burial ground, and such it remained for many years. Mr. White took me to see the spot, on the high bank of the run where it emerges from its gorge among the hills.

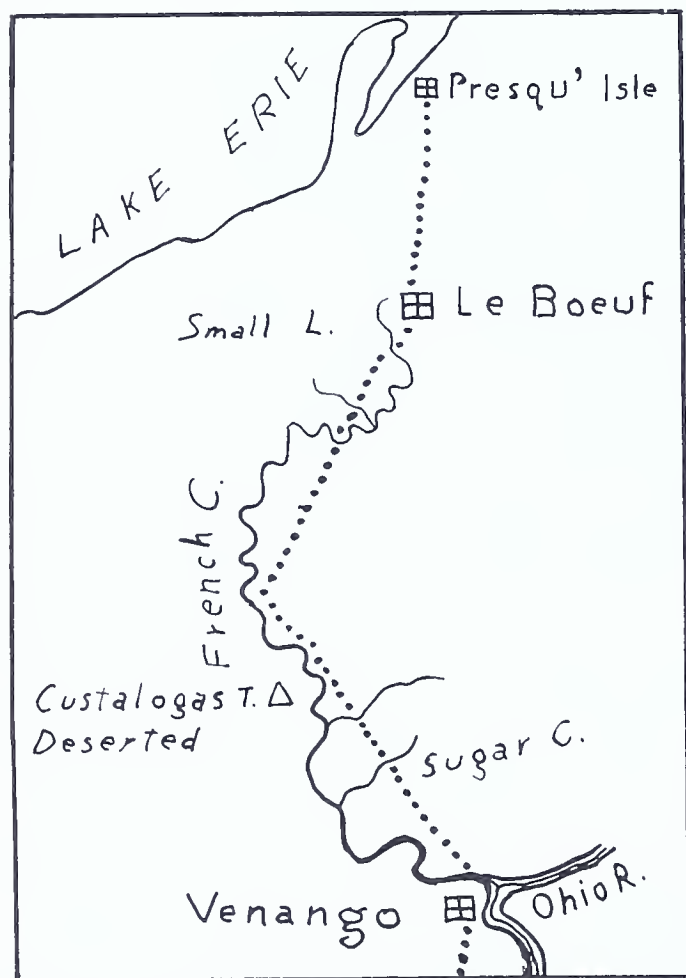
Lou Geer of Athens Township, from whom Mr. White had the story, is dead; but Harold Geer, his son, whom I interviewed on July 19, 1960, remembers being told that "the trail crossed Federal Run at the graveyard, where one of Washington's men died and was buried. I had this," he added, "from my grandfather, Al [Albert] Geer, who settled here a long time ago."

Charles L. Blystone of Titusville reports that his grandmother long ago said to him, "You know, they buried one of his [Washington's] men between here [Cambridge Springs] and Fort Le Boeuf."

There is evidence in Washington's journal tending to corroborate, if only in a negative way, the tradition. Washington noted in his journal that at Will's Creek he engaged four "servitors": Barnaby Currin, John MacQuire, William Jenkins, and Henry Steward. He mentioned only three as leaving Fort Le Boeuf with the horses: "Barnaby Currin and two others."<sup>14</sup> John MacQuire and William Jenkins turned up again with Washington on the Fort Necessity campaign. "Of Steward," writes Hugh Cleland in *Washington in the Ohio Valley*, "nothing is known."<sup>15</sup>

It may seem strange that Washington, even in the haste with which his journal was composed, should have failed to mention the death of one of his men. On the other hand, it should be remembered that he was writing, not a travelogue, but a report on diplomatic and military affairs for Williamsburg and London. All in all, despite Washington's silence in the matter, one cannot help wondering how well Henry Steward kept his health.

On his return, Washington descended French Creek by canoe. From Venango he had planned to travel on horseback, but he found the creatures so exhausted that he could make better time on foot. Accordingly he and Gist left the party and struck off by themselves. At the Murdering Town they picked up an Indian guide,



DETAIL SKETCH FROM THE HUTCHINS-JOHNSON MAP OF 1764.

Courtesy, William L. Clements Library

who proceeded to mislead them and attempt to kill them. Having got rid of him, but fearing pursuit, they took compass direction and traveled day and night toward the Forks of the Ohio.

It is impossible to trace their route. They followed no path, and we know neither from what point they started on their compass course nor where they reached the Allegheny River. We know only that they built a raft, that Washington fell off among the blocks of floating ice, that they reached an island and spent a night on it in frozen clothes, and that in the morning they walked ashore on the ice. At Fraser's they got fresh horses, and on January 16, 1754, Washington delivered to Governor Dinwiddie the reply of the French commandant at Fort Le Boeuf. The stage was now set for the French and Indian War.

#### FOR THE MOTORIST

The quickest and easiest way to follow Washington's general route (coming close upon it at Logstown, Crow's Town, Zelienople, Portersville, the crossing of Muddy Creek, Venango, Cussewago, and Little Cooley) is to take *Pa. 65* north from Ambridge through Legionville (Logstown) to Conway. There turn right (east) on *L. R. 992* and follow it for a little over a mile. Then turn left (north) on *Pa. 989* and follow it to its junction with *Pa. 68*. Turn right (northeast) on *68* and follow it to its junction with *U. S. 19* at Zelienople. A side trip for about a mile to the east will bring you to Harmony.

From Zelienople follow *U. S. 19* north to Portersville. At the fork a few hundred yards north of Portersville, take the road to the right (*Pa. 488*) and follow it for  $2\frac{1}{2}$  miles to the crossing of Muddy Creek on the terminal moraine of the Wisconsin Glacier. In about a hundred yards or so beyond this crossing, turn right on a country lane and follow its windings in a northeasterly direction over a wooded hill and down by Hogue Run to West Liberty. There pick up *L. R. 10101* and follow it across Slippery Rock Creek at Crolls Mills and north to the town of Slippery Rock. At Slippery Rock turn right (east) on *Pa. 108* and follow it for between 3 and 4 miles to its junction with *Pa. 8*. Follow the latter through Harrisville and Wesley (Mechanicsville) to Franklin. The zigzag course of these roads is

less direct than the route of the old Indian path, but it will give you a fair picture of the terrain.

From Franklin take *U. S. 322* and, if you are in a hurry, continue with it as far as Meadville. If, however, you wish to be closer to the old path (which 322 parallels at a little distance), leave 322 at Wyattville. There, after crossing Sugar Creek, turn immediately left (south) and follow the bank of the creek for about  $\frac{3}{4}$  mile. After crossing a run, turn right and follow a winding country road through the woods and up Butter-milk Hill. On reaching the summit, bear right and follow the road northwest for about 6 miles to its junction with 322. Follow 322 through Carlton and Cochran to Meadville (Cussewago).

At Meadville take *Pa. 86* north to Cambridge Springs. There turn right on *Pa. 408* and follow it for about 8 miles to its junction with *Pa. 77*, which will take you northeast to Little Cooley.

Washington's path probably crossed Muddy Creek at the east end of Little Cooley, about where 77 crosses today. But to follow his path at all closely from this point by automobile is difficult. The motorist will have to be content with a general view, taking *L. R. 20081* north from Little Cooley to Crabs Corners, passing Bidwell Cemetery on the way (keeping it two or three hundred yards to the east). At Crabs Corners he will be back on the path. From this point, however, the path continued in the same direction across country by a route no modern road follows continuously. The motorist is advised to inquire his way to Mackey Hill Church, where he will be back on the path—only to lose it again in about  $\frac{1}{2}$  mile. The best course is to take *L. R. 20078* (which becomes 25035 on entering Erie County), and follow it and its continuation, *L. R. 25039*, to Waterford (Fort Le Boeuf).

<sup>1</sup>"George Croghan's Journal 1759-1763," Nicholas B. Wainwright, ed., *Pennsylvania Magazine of History and Biography*, LXXI, 351. September 12, 1759: "The Crow with about 26 Indians of the Six Nations came here & petitioned for some Cloathing, Powder, & Lead, and acquainted me that they intended to settle at the mouth of Beaver Creek." Does this mean that Crow and his retinue were moving, in 1759, from the Conway to the Rochester site?

<sup>2</sup>Charles Elliott, *Life of the Rev. Robert R. Roberts* (N. Y., 1844), 37-38.

<sup>3</sup>Dr. Frank W. Preston, "The Glacial Foreland," *The Ruffed Grouse* (Audubon Society, No. 2, 1948), 6-17.

<sup>4</sup>*Ibid.*

<sup>5</sup>"Journal of Mr. Christopher Gist. . . ." in the *Massachusetts Historical Collections*, Third Series, V (1836), 101-108. Communicated by James Mease, M. D., of Philadelphia, who obtained it from Judge Shippen of Franklin, Venango County. The extracts printed here are taken directly from Dr. Mease's manuscript version, by courtesy of the Massachusetts Historical Society.

<sup>6</sup>Kenneth P. Bailey, *The Ohio Company Papers, 1753-1817* (Arcata, Cal., 1947), 151: John Owens, Apr. 26, 1756, "1 horse taken at the Murdering Town."

<sup>7</sup>*Ibid.*, 94, 132.

<sup>8</sup>Local tradition insists that the path from Kuskuskies to Venango crossed the Slippery Rock twice (thus avoiding the swamps about Wolf Creek): once at Allens Mill and again at Crolls Mills. At Allens Mill, the descent to the creek from the east appears at first sight too precipitous to be feasible; but the cliff at this point has a break

in it, unnoticed on the map, through which to this day a path descends easily. The ford itself is good: shallow, with a solid rock bottom and slack water.

<sup>9</sup>*George Washington: A Biography* (New York, 1948), 1, 307-308.

<sup>10</sup>Lawrence Martin, ed. (Washington, D. C., 1932).

<sup>11</sup>Hugh Cleland, *George Washington in the Ohio Valley* (Pittsburgh, 1955), 20.

<sup>12</sup>William M. Darlington, ed., *Christopher Gist's Journals* (Pittsburgh, 1893), 82.

<sup>13</sup>*The George Washington Atlas*, Lawrence Martin, ed. (Washington, D. C., 1932), Plate 11, reproduced in the present work. See also Freeman, *George Washington*, "Washington's Map of His First Mission," between pp. 281 and 282.

<sup>14</sup>Hugh Cleland, *op. cit.*, 5-6, 22.

<sup>15</sup>*Ibid.*, 45.

## *Bibliographical Note*

Indian paths were of the substance of the landscape they traversed; and it would be a foolish man who undertook to write of them without knowing the look and the texture of that terrain. The land did not call forth the paths, however; and the fancy that traces Indian pathways through the woods and clearings of vanished yesterdays without knowledge of the human needs and activities that required and produced these tracks is likewise foolish.

Our Indians wrote no travel guides and carried no visible road maps. Nevertheless, sound documentation for many of their paths is not wanting. Some of this documentation is cited on foregoing pages in notes on individual paths, and need not be repeated in a formal listing. Rather, the author prefers to conclude by noting very briefly the general nature of the documentation.

First to be mentioned are maps of the colonial period, a number of which show important Indian paths and frontier travel routes. Small in scale, limited in detail, and uncertain in configuration these maps may sometimes be, but they establish the existence of a path even though they leave its precise course uncertain.

More specific and lively are the itineraries, travel journals, and reports of early traders, Indian agents, and missionaries, many of which have been long in print. Especially noteworthy for Pennsylvania are the records, most of them

in German, preserved in manuscript in the Archives of the Moravian Church at Bethlehem. A number of these, though not all, have been translated and published in religious and historical periodicals, and the present writer has edited a selection of them in book form (*Thirty Thousand Miles with John Heckewelder*. University of Pittsburgh Press, 1958).

Finally, and most important for their topographic precision as well as for their quantity, are the surveys and related documents preserved in the Bureau of Land Records, the Department of Internal Affairs, Harrisburg. In the course of his research the present writer examined many thousands of these documents, recording references to Indian paths, camp sites, towns, and related features; and then, traveling by modern conveyance over modern roads (and some not so modern), he examined these places in their present settings. A number of these land documents are cited in the present work; records of others, in far greater number, are on file with the Pennsylvania Historical and Museum Commission in Harrisburg.

For study of the terrain, the topographic sheets of the United States Geological Survey are indispensable. Aerial survey maps are valuable too for identifying old property lines, but the Indian paths themselves rarely left permanent scars on the landscape.



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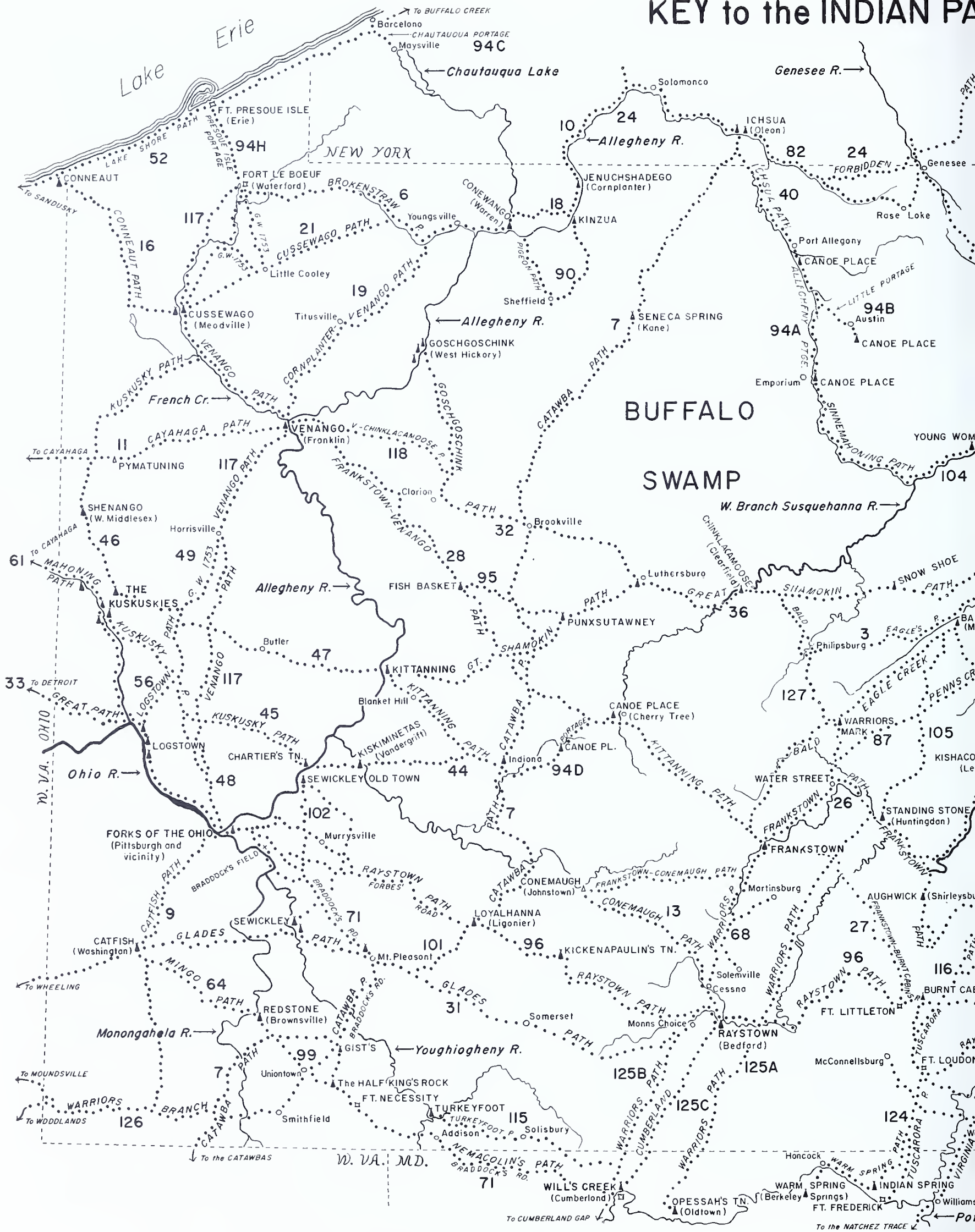
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